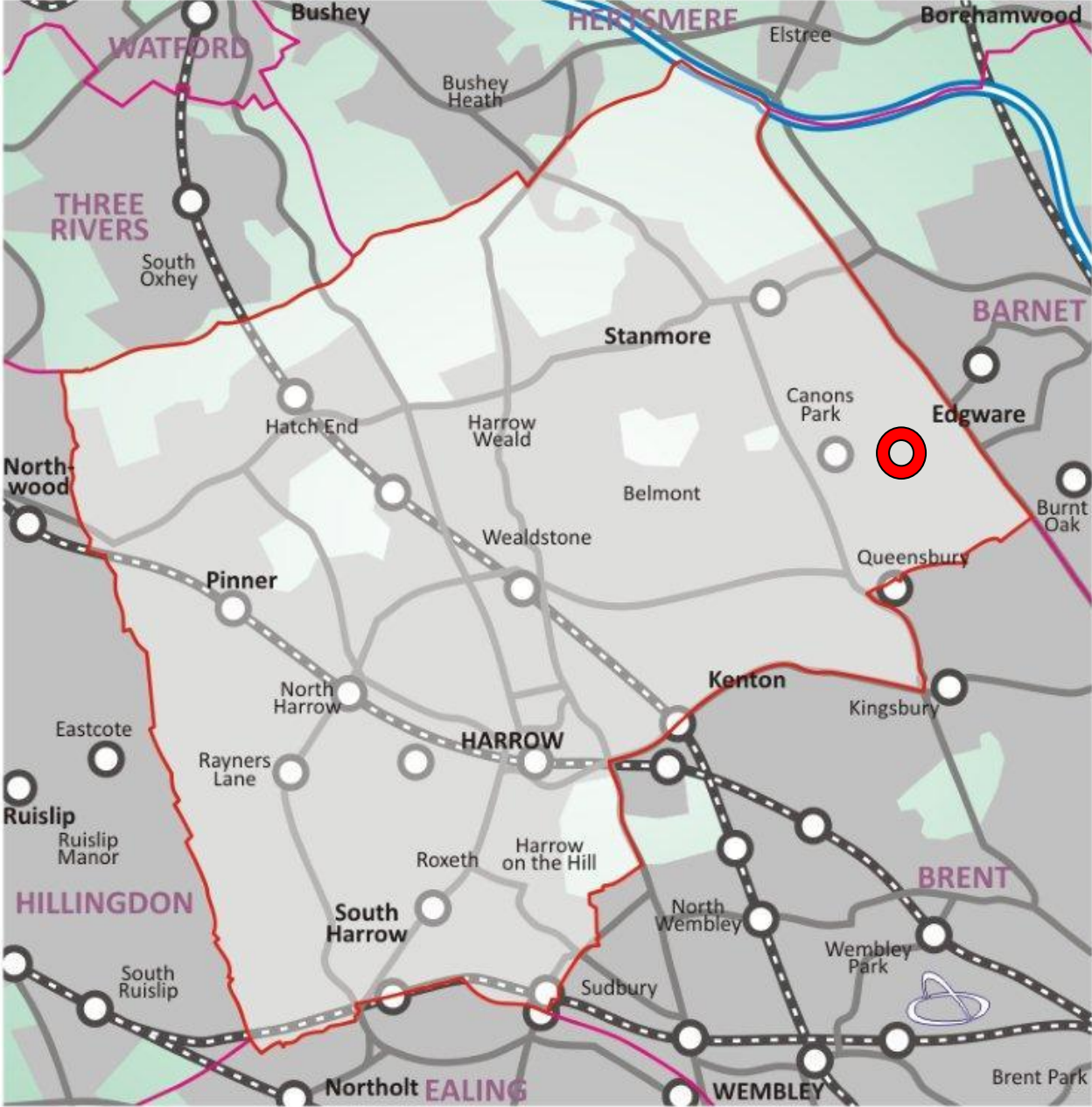
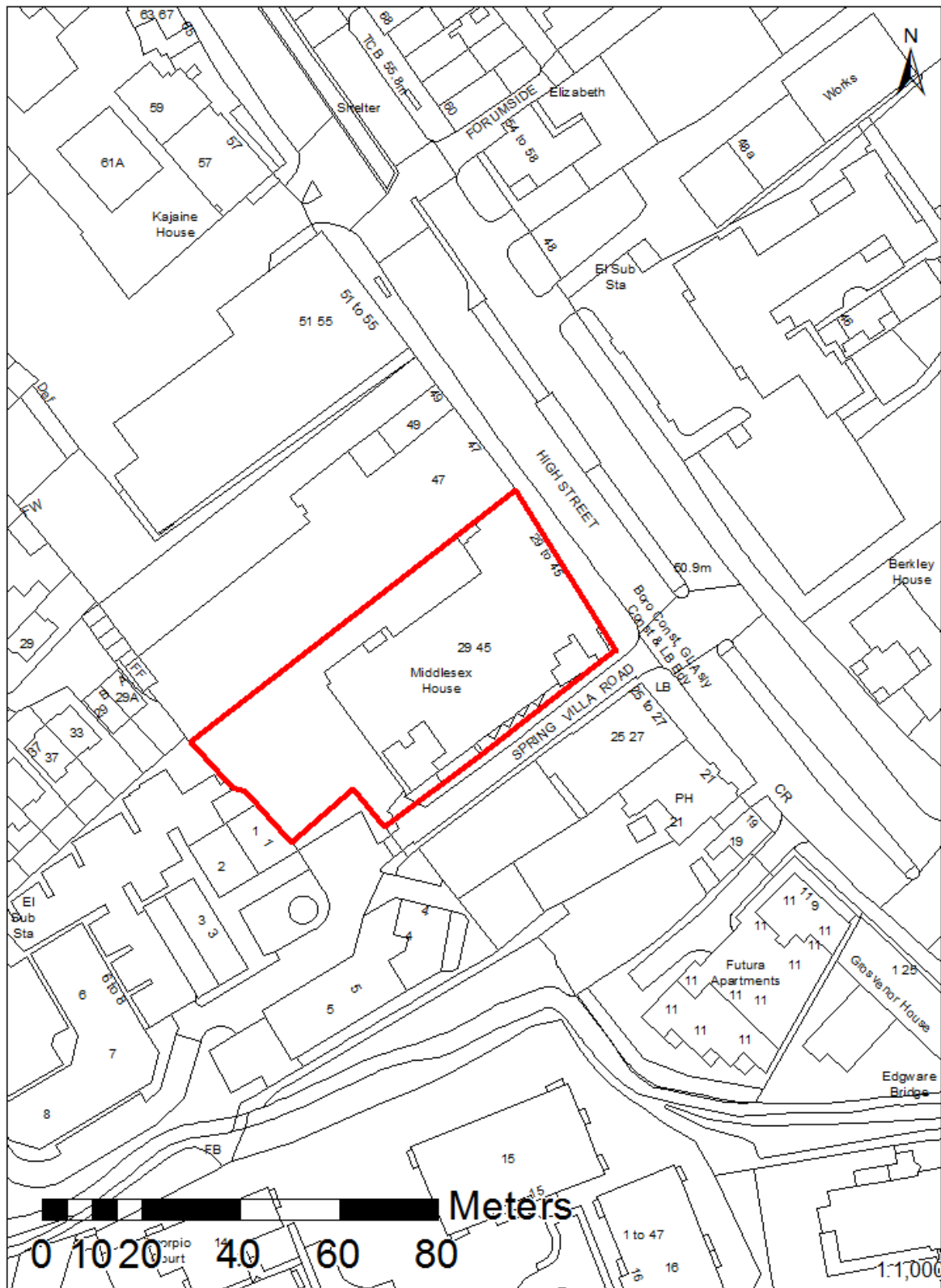


 = application site



| | |
|---|------------------|
| Middlesex House, 29-45 High Street Edgware | P/5074/18 |
|---|------------------|

Middlesex House, 29-45 High Street HA8 7DX



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

20th MARCH 2019

APPLICATION NUMBER: P/5074/18
VALIDATE DATE: 13TH DECEMBER 2018
LOCATION: MIDDLESEX HOUSE, 29-45 HIGH STREET,
EDGWARE
WARD: EDGWARE
POSTCODE: HA8 7DX
APPLICANT: EDGWARE ROAD PROPERTIES LTD
AGENT: SILVERLINE ARCHITECTS
CASE OFFICER: NICOLA RANKIN
EXPIRY DATE: 07.02.2019 AGREED EXTENSION; 27TH MARCH 2019

PURPOSE OF REPORT/PROPOSAL

The purpose of this report is to set out the Officer recommendations to the Planning Committee regarding an application for planning permission relating to the following proposal.

“Creation of third floor comprising of 8 flats (1 X 2 bed and 7 X 1 bed); bin and cycle stores; roof terrace at ground floor and external alterations”

The Planning Committee is asked to:

RECOMMENDATION A

- 1) agree the reasons for approval as set out in this report, and
- 2) grant planning permission subject to the Conditions listed in Appendix 1 of this report.

REASON FOR THE RECOMMENDATIONS

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 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 Borough's housing stock, and on balance would provide a satisfactory mix of housing throughout the development.

The proposed redevelopment of the site would result in a 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 the separation distances to neighbouring properties are considered to be satisfactory to protect the amenities of the neighbouring occupiers, and the development would not result in any detrimental impacts on the surrounding highway network.

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.

INFORMATION

This application is reported to Planning Committee as it falls outside category 1 (e) of Schedule 1 of the Scheme of Delegation

| | |
|---|---------------------------------|
| Statutory Return Type: | Minor Dwellings |
| Council Interest: | None |
| GLA Community Infrastructure Levy (CIL) Contribution (provisional): | £28, 244 (including indexation) |
| Local CIL requirement: | £88, 369 (including Indexation) |

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In determining this 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 would not adversely affect crime risk.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985
BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- Nation Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Plans and Elevations

OFFICER REPORT

PART 1: Planning Application Fact Sheet

| The Site | |
|----------------------------|---|
| Address | Middlesex House, 29-45 High Street, Edgware |
| Applicant | Edgware Road Properties Ltd |
| Ward | Edgware |
| Local Plan allocation | None |
| Conservation Area | N/A |
| Listed Building | N/A |
| Setting of Listed Building | Yes – White Hart P.H. 21 High St, Grade II |
| Building of Local Interest | N/A |
| Tree Preservation Order | N/A |
| Other | Business Use Area |

| Housing | | |
|--|---------------------------------|-----|
| Density | Proposed Density hr/ha | |
| | Proposed Density u/ph | |
| | PTAL | 6a |
| | London Plan Density Range | |
| Dwelling Mix | Studio (no. / %) | |
| | 1 bed (no. / %) | 7 |
| | 2 bed (no. / %) | 1 |
| | 3 bed (no. / %) | |
| | 4 bed (no. / %) | |
| | Overall % of Affordable Housing | N/A |
| | Social Rent (no. / %) | |
| | Intermediate (no. / %) | |
| | Private (no. / %) | |
| | Commuted Sum | |
| | Comply with London Housing SPG? | Yes |
| Comply with M4(2) of Building Regulations? | Condition attached | |

| Transportation | | |
|-----------------------------|---|--|
| Car parking | No. Existing Car Parking spaces | 70 |
| | No. Proposed Car Parking spaces | 4 (including 2 disabled bays) |
| | Proposed Parking Ratio | 0.5 |
| Cycle Parking | No. Existing Cycle Parking spaces | 0 |
| | No. Proposed Cycle Parking spaces | 13 long stay, 2 short stay visitor spaces |
| | Cycle Parking Ratio | 1.6 |
| Public Transport | PTAL Rating | 6a |
| | Closest Rail Station / Distance (m) | Edgware Tube 750m |
| | Bus Routes | 142, 340, 186 |
| Parking Controls | Controlled Parking Zone? | On eastern side of High Street, Edgware (LB Barnet) |
| | CPZ Hours | 8am to 8pm |
| | Previous CPZ Consultation (if not in a CPZ) | n/a |
| | Other on-street controls | Private car park at application site. Double yellow lines on High Street, Edgware and Spring Villa Road |
| 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 areas located in lower ground floor. |

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site is located on the south-western side of the High Street, Edgware and is within a designated Business Use Area. The High Street forms a boundary between the London Boroughs of Harrow and Barnet which covers the opposite, eastern side of the High Street.
- 1.2 Within the Business Use Area, there is a Business Park to the rear/south-west of the application site. Accessed via Spring Villa Road, immediately south of the application site.
- 1.3 To the rear/west of the application site, north of the Business Park, there are residential dwellings on Handel Way.
- 1.4 The site to the south at No. 25-27 High Street is a Community Centre, with an ancillary residential caretaker flat.
- 1.5 The existing building on site consists of a podium and two towers, with the podium element set at lower and upper ground floor levels. The front tower, which faces on to High Street, Edgware, consists of two storeys above raised ground floor, with the taller building at the rear currently standing 7 storeys above the raised ground floor. The façade of the building is set out in a regular grid in a style typical of this type of mid-20th century development.
- 1.6 Existing parking is located at the rear and in the undercroft/lower ground floor of the building which previously served as a car park for the office building. in use as car parking serving the office building.?
- 1.7 As mentioned, the building is currently in office use. However, substantial information has been previously submitted to demonstrate that the building has already been partly vacated and that notice has been served on the remaining office tenants to vacate the building. There is already extant Prior Approval to change the use of the entire upper floor levels of the building from B1 office to C3 residential, with only an office use retained at the front of the site at the upper ground floor level.
- 1.8 The site is rated with a public transport accessibility level (PTAL) of 6a, which is the highest possible level, owing to the close proximity to tube and bus networks.
- 1.9 The site is situated partly within fluvial flood zones 1, 2 and 3 as well as surface water flood zones Zones 3a and 3b, and a Critical Drainage Area.
- 1.10 The adjacent public house to the west, the White Hart Hotel at No. 21 High Street is a statutorily Grade II Listed Building. This is located to the south of the Shisu Bhavan Centre at No. 25-27 which is immediately to the south.

- 1.11 Overall, the application site is located within a varied street scene with a number of taller buildings and aside from the White Hart, there is very little in the immediate street scene that is of architectural merit.

2.0 PROPOSAL

- 2.1 The proposal is for the creation of third floor comprising of 8 flats (1 X 2 bed and 7 X 1 bed); bin and cycle stores; roof terrace at ground floor and external alterations.
- 2.2 Winter gardens are proposed to the front of the building and would be set back from the main façade. Balconies are proposed on the rear elevation of the building
- 2.3 External alterations are also proposed to the existing facades. This includes the provision of new aluminium clad windows with new rendered panels.
- 2.4 The 8 new flats will have access to two main staircases and a lift that would be able to accommodate a wheelchair. Access to the proposed flats would be via the existing entrance from the High Street. There is a further existing access from Spring Villa Road leading to the second tower behind the main building on the High Street. The proposal also seeks to introduce a second entrance from the High Street to give access to a second existing staircase.

Car and Cycle Parking, Refuse Storage

- 2.5 Four parking spaces including two disabled bays are proposed on the lower ground floor plan. Thirteen long term cycle parking spaces and two short term spaces are also proposed on the lower ground floor.
- 2.6 Refuse and recycling storage would be accommodated on the lower ground floor for 1 x 1110 litre refuse bins and 1 x 1110 litre recycling bins. The bins would be for the use of the proposed units only, should the prior approval application be implemented they would have access to a separate refuse area. Deliveries and refuse collection would take place within the site, away from the public highway and sufficient space has been provided within the car park to accommodate a 10m refuse vehicle which would be able to stop within 10m of the refuse collection point.

3.0 RELEVANT PLANNING HISTORY

P/5051/18/Prior CONVERSION OF OFFICES (CLASS B1A) TO 165 SELF-CONTAINED FLATS (CLASS C3) (PRIOR APPROVAL OF TRANSPORT & HIGHWAYS IMPACTS OF THE DEVELOPMENT, AND OF CONTAMINATION RISKS AND FLOODING RISKS ON THE SITE

Decision Pending

P/0178/18 Redevelopment to Provide Two And Three Storey Extensions; Recladding of Existing Building and External Alterations; Change Of Use Of Part Raised Ground Floor and Above From B1 Office to Residential Use Class C3; Creation of 111 Residential Units; Retention of 338.6 sq m of Existing B1 Office Accommodation on Part Raised Ground Floor; Creation of Internal Courtyard; Car and Cycle Parking; Landscaping; Refuse Storage.
Granted 14th November 2018

P/5753/17/PRIOR CONVERSION OF OFFICES ON RAISED GROUND FLOOR (CLASS B1A) TO 12 SELF-CONTAINED FLATS (CLASS C3) (PRIOR APPROVAL OF TRANSPORT & HIGHWAYS IMPACTS OF THE DEVELOPMENT, CONTAMINATION AND FLOODING RISKS ON THE SITE AND IMPACTS OF NOISE FROM COMMERCIAL PREMISES ON THE INTENDED OCCUPIERS OF THE DEVELOPMENT)
Granted 14th February 2018

P/0133/17 Conversion of Offices (Class B1a) on First to Seventh Floors to 71 Self-Contained Flats (Class C3) (PRIOR APPROVAL OF TRANSPORT & HIGHWAYS IMPACTS OF THE DEVELOPMENT, CONTAMINATION AND FLOODING RISKS ON THE SITE AND IMPACTS OF NOISE FROM COMMERCIAL PREMISES ON THE INTENDED OCCUPIERS OF THE DEVELOPMENT)
Granted 25th April 2017

P/3745/17/PRIOR Conversion of Offices on Raised Ground Floor (Class B1a) to 18 Self-Contained Flats (Class C3) (PRIOR APPROVAL OF TRANSPORT & HIGHWAYS IMPACTS OF THE DEVELOPMENT, CONTAMINATION AND FLOODING RISKS ON THE SITE AND IMPACTS OF NOISE FROM COMMERCIAL PREMISES ON THE INTENDED OCCUPIERS OF THE DEVELOPMENT)
Granted 30th October 2017

P/4255/16 Conversion of Offices (Class B1a) on First to Seventh Floors to Seventy One Self-Contained Flats (Class C3) (PRIOR APPROVAL OF TRANSPORT & HIGHWAYS IMPACTS OF THE DEVELOPMENT, CONTAMINATION AND FLOODING RISKS ON THE SITE AND IMPACTS OF NOISE FROM COMMERCIAL PREMISES ON THE INTENDED OCCUPIERS OF THE DEVELOPMENT)
Refused 14th November 2016
Reasons for Refusal:

1. In the absence of an adequate Flood Risk Assessment, and given the location of the site in Environment Agency designated Flood Zones 2 and 3, and Harrow Strategic Flood Risk Assessment zones 3a and 3b, insufficient information exists for the local planning authority to make a determination as to whether the proposal would result in unacceptable risks in terms of flooding impacts on site and whether appropriate mitigation measures can and would be implemented. The proposal cannot therefore be determined to be in compliance with provision O.2 (c) of the Town and Country Planning (General Permitted Development (England) Order 2015, as amended.

2. In the absence of an adequate Noise Impact Assessment, insufficient information exists for the local planning authority to make a determination as to whether the proposal would result in unacceptable impact in terms of noise on the future occupiers of the site. The proposal cannot therefore be determined to be in compliance with provision O.2 (d) of the Town and Country Planning (General Permitted Development (England) Order 2015, as amended.

4.0 CONSULTATION

- 4.1 A Site Notice was erected on 14th January 2019 expiring on 4th February 2019
- 4.2 Press Notice was advertised in the Harrow Times for impact on setting of a listed building on the 13th December 2018 expiring on 3rd January 2019.
- 4.3 The application was advertised as a major application affecting the setting of a listed building.
- 4.4 A total of 65 consultation letters were sent to neighbouring properties regarding this application.
- 4.5 The overall public consultation period expired on 04th January 2019.

4.6 Adjoining Properties

| | |
|---|----|
| Number of letters Sent | 65 |
| Number of Responses Received | 2 |
| Number in Support | 0 |
| Number of Objections | 1 |
| Number of other Representations (neither objecting or supporting) | 1 |

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

Shishukunj Community Centre, 25-27 High Street, Edgware

- The proposed increased traffic will pose an increased risk to children and elderly members of the centre within the vicinity of the centre.
- We need to understand the profile of future residents to ensure the safety of our children.
- The noise from construction will be detrimental to the activities taking place in the centre.

- The increased traffic and continuous noise will result in a drop in bookings for special public events and in turn revenue for the running of the centre.
- We are concerned that the proposed residential development would result in a restriction on the hours the existing centre could operate.
- We would like to understand whether we would be entitled to any compensation scheme if deadlines for completion of the project are not met.
- We request a discussion with the developer to fully understand the plans.

Officer Comments:

- No increased risk to pedestrians has been identified.
- The rights of individual residents to occupy a particular dwelling is not controlled through the planning system.
- Although noise from residential use is not a matter under consideration for prior approvals, it is considered that residential use would not generate significant levels of noise compared to surrounding commercial uses.
- In relation to negative impact on bookings, please see section 3. The projected levels of traffic for the residential use are believed to be similar to or slightly less than the existing use.
- *With regards to future restrictions on noise and operation hours to the Centre which may result from conflicts / complaints from future occupiers, :* Proposed mitigation measures are considered sufficient to address the issue.
- The Centre/objector can contact the developer directly to request for a meeting with them.

4.8 Statutory and Non Statutory Consultation

4.9 The following consultations have been undertaken:

| |
|------------------------------|
| LBH Environmental Health |
| LBH Highways |
| LBH Planning Policy |
| LBH Design |
| LBH Conservation Officer |
| LBH Regeneration |
| LBH Landscape Architects |
| LBH Cycling |
| LBH Lighting Section |
| LBH Waste Officer |
| Environment Agency |
| Historic England |
| Historic England Archaeology |
| Thames Water Authority |
| London Borough of Brent |

4.10 External Consultation

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

LBH Highways Officer:

Parking

This proposal does not seek to provide any parking for the dwellings. Ideally at least disabled parking spaces should be provided. If this development proposal is to be provided along with P/5051/18/PRIOR, ideally as these units are bigger than the studios and intended to accommodate more people, these would be prioritised for parking provision as the studio flats are less likely to require such a facility.

The lower ground floor plan shows cycle parking that would need to be altered if the PA application was to be implemented. At present there is insufficient detail to determine whether the proposed provision is acceptable for this application alone and a pre-occupation condition for details including number of stands, type of stands and access should be applied.

Waste Collection

The TA explains that refuse would be collected in accordance with the current arrangement for the office use however, if the intention is for the Council to provide a domestic collection service in addition, it would be necessary to clarify with the Waste team whether this arrangement would be acceptable.

Access

The proposal seeks to retain and use the existing vehicular accesses – this is acceptable.

Trip Generation

The TA does not give details on the methodology but appears to use the same data as presented in the PA application. As a standalone application we would not normally require a trip assessment for 8 flats but if this proposal is to be considered along with either the existing office use or the PA redevelopment the effects would be additional. In either scenario, 8 flats are unlikely to result in a significant impact for the highway, particularly if there is no car parking associated with the development.

Summary

Highways have no objection to this proposal as a standalone application. A pre-commencement condition for a construction logistics plan is required and the applicant is advised to make early engagement with Highway Network Management (email nrswa@harrow.gov.uk) should permission be granted.

LBH Drainage Authority:

With regards to the above planning application, we can confirm that the Flood Risk Assessment with Emergency Planning Information submitted is satisfactory. We do not have any further drainage comments to be made.

Environment Agency: Awaiting comments

LBH Environmental Health:

The noise report is unclear on whether there is a proposal to change any of the external or internal glazing which I would have thought was a fundamental prerequisite of completing a comprehensive assessment of the noise climate for residents?

In light of the comment in the conclusion (see below) In order to assess the impact of noise levels for the 'front office building' the applicant will need to demonstrate that the window systems will be upgraded in line with the proposal incorporated with the noise report.

LBH Conservation: I have been consulted on this but there is no heritage statement that I have seen contrary to NPPF paragraph 189.

The White Hart Hotel is grade II listed as of 08-Jan-1973. Its list description reads: 'C17. Stuccoed. Three-storeys. Seven bays. Hipped tile roof and wood eaves cornice. Top floor windows casements, rest sashes, but all nearly flush. Ground floor treatment Victorian. Timbering visible under the drive-through'.

Its relatively small scale in a more built up surroundings is an increasing part of the wider character of the area. But this tends to be opposite or further to the rear. The proposal site is almost next door to the listed building and proposes to add one storey on the main road. This would have a slight impact on views to and from the listed building both in its grounds and from the road

1) the raising of the height of the front office would have a slight impact on the setting of the listed building whose upper storeys would be slightly visible rising above the modern roofline of the adjacent Skishukunj Bhavan building.

2) partial views of the proposed development site are possible from the rear of the listed building and from within its courtyard when looking north-west and northwards respectively. The raising of the height of the front office range will have a slight impact upon the existing modern outlook.

This would have a minor impact on the setting of the listed building as next door would now appear slightly more imposing given the additional height. Given the single storey nature of the proposal it is not considered that this proposal would harm the setting of the listed building on balance.

LBH Waste: No comment received

London Borough of Brent: No Objection

5.0 POLICIES

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:
- 5.2 '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.'
- 5.3 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.
- 5.4 In this instance, the Development Plan comprises The London Plan 2016 [LP], the Draft London Plan (2017) 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].
- 5.5 The Draft new London Plan was published on 29th November 2017. Given, that the draft Plan is still at early stages of the formal process it holds very limited weight in the determination of planning applications. Although this weight will increase as the Draft London Plan progresses to examination in public stage and beyond, applications would continue to be determined in accordance with the 2016 London Plan. It is anticipated that the Examination in Public will commence early 2019.
- 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.
- 5.7 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

6.0 ASSESSMENT

- 6.1 The main issues are;
- Principle of the Development
 - Regeneration
 - Character and Appearance of the Area and Setting of the Listed Building
 - Residential Amenity and Accessibility
 - Traffic, Parking, Access, Servicing and Sustainable Transport
 - Flood Risk and Development
 - Energy and Sustainability

6.2 Principle of Development

- 6.2.1 The adopted National Planning Policy Framework [NPPF] has brought forward a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three strands of sustainable development for planning to be; to play an economic, social and environmental role. The NPPF, following the deletion of the Planning Policy Statements and Guidance Notes, continues to encourage the effective use of land by reusing land that has been used previously, recognising that “sustainable development” should make use of these resources first.
- 6.2.2 Policy 3.8 of The London Plan (2016) also encourages the borough to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Further to this, Core Policy CS(I) states that ‘New residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods, to promote housing choice, meet local needs, and to maintain mixed and sustainable communities’. Policy 2.15C states that development proposals should “accommodate economic and or housing growth through intensification and selective expansion in appropriate locations.
- 6.2.3 It is acknowledged that the building is in a protected Business Use area. Nevertheless, there is a fall-back position for the building to become residential, as a result of the Prior Approval reference P/0133/17 for the upper floors and P/3745/17/PRIOR for the raised ground floor for change of use of the entire building from B1 Office to C3 Residential (aside from an office on the upper ground floor), which relate to the entire existing building. As such, this fall-back position allows for the property to be in a residential use. The previous planning permission (Ref P/0178/18) on the application site relates to the change of use of the building to 111 residential units. In this case, it was found that significant weight should be given to the Prior Approval fall-back position as it was considered that on the balance of probabilities, it would likely be implemented based on evidence that office tenants had been served notice to vacate the premises or had already vacated. The applicant has confirmed that the building has been fully vacated as of 30th November 2018.
- 6.2.4 Having regard to the above factors, it is considered that the proposed additional floor for residential accommodation would be acceptable in this location and would constitute an increase in smaller housing stock within the borough. Furthermore, the acceptability of residential development on the site has already been established through the previous planning permission on the site under application P/0178/18.

6.3 Regeneration

6.3.1 The London Borough of Harrow published a Regeneration Strategy for 2015 – 2026. The objective of this document is to deliver three core objectives over the plans life, which include

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

6.3.2 The increased accommodation at the site would contribute to the existing business within the area and during the construction phase, new jobs would be created. It is therefore considered that the proposed development would meet the overarching principles of regeneration into the area.

6.4 Character and Appearance of the Area and Setting of the Listed Building

6.4.1 The National Planning Policy Framework (NPPF) was published by the Government on March 27th 2012. The NPPF does not change the law in relation to planning (as the Localism Act 2012 does), but rather sets out the Government's planning policies for England and how these are expected to be applied. It remains the case that the Council is required to make decisions in accordance with the development plan for an area, unless other material considerations indicate otherwise (S.38 (6) of the Planning Act). The development plan for Harrow comprises The London Plan 2016 [LP] and the Local Development Framework [LDF].

6.4.2 The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. Core Strategy 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'. Draft London Plan policy D1 'London's form and characteristics' and D2 'Delivering Good Design', while they have not yet been adopted, are material considerations.

6.4.3 Policy DM1 of the DMP seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

6.4.4 The proposal comprises of one additional floor to the existing front tower, as well as the addition of new windows. Other alterations included a balustrade over the central linking block to provide a roof terrace and new entrance on the front elevation.

Scale, Bulk and Massing

6.4.5 In terms of the immediate context, there are a number of taller buildings in the immediate context of the site. This includes the flatted development on Zodiac Close to the south which includes several buildings of up to 5 storeys in height. Grosvenor House, also to the south of the application site fronting on to High Street Edgware, which stands at a maximum of 7 storeys, with a podium section at a height of 4 storeys (all including ground floor). On the opposite side of High Street Edgware to the south-east, at No. 18-14 High Street Edgware is Berkeley House, which stands 7 storeys above ground level, plus raised plant on the roof. Also on the opposite side of High Street Edgware to the north-east is No. 54-58 which stands 8 storeys in height.

6.4.6 The front tower would be increased by one storey. The front tower is adjacent to lower rise buildings and while these are not of special architectural merit, they do form the local context. And that the High Street has a varied character with a number of individual taller buildings, and no buildings of much architectural merit. The previous application accepted a height increase to 5 storeys above ground floor. Having regard to these factors, it is considered that the increased height will not be detrimental to the immediate context.

6.4.7 The application has been referred to the Council conservation officer who has advised that proposals would have a slight impact on views to and from the listed building both in its grounds and from the road. Nevertheless, it is concluded that given the single storey nature of the proposal it would not harm the setting of the listed building on balance.

6.4.8 The proposed roof terrace would be enclosed by a balustrade and would additional opportunities for soft landscaping. There is no objection to this element of the proposal in terms of character and appearance.

6.4.9 Overall the proposed external alterations would provide some improvement to the appearance of the building and would provide new residential units of good quality accommodation. Overall, the increase in height is limited and is considered to be acceptable in the context of the local area as highlighted above.

6.4.10 Physical samples of materials can be secured via a planning condition to ensure that the finish is of a high quality.

6.4.11 Subject to the conditions mentioned above, it is considered that the external appearance and design of the proposal together with the are consistent with the principles of good design as required by the National Planning Policy Framework (2012). 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 There are no residential occupiers in close proximity to the application site along Edgware Road. The nearest residential occupiers who could be impacted are residential neighbours on Handel Way. However, having regard to the siting of the proposed development in relation to these neighbouring occupiers, it is considered that the proposal would not result in any detrimental impacts on their residential amenities. A Daylight and Sunlight Report has been submitted with the planning application. The conclusions of this report are that the additional height of the building would still allow an acceptable level of light and outlook in to nearby residential properties in accordance with BRE Guidelines.

6.5.3 Overall, the proposal is considered acceptable in terms of neighbouring occupier amenity in accordance with Development Management Policy DM1.

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. Implementation of the policy is amplified by provisions within the Mayor's Housing SPG (2016).

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

6.6.3 Policy DM1 - Achieving a High Standard of Development, in seeking a high standard of amenity for future occupiers of a development, has regard to the adequacy of light and outlook within buildings (habitable rooms and kitchens). The Mayor of London SPG seeks to avoid single aspect dwellings where: the dwelling

is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. The SPG establishes no baseline standard for daylight or sunlight. The weight to be attached to this consideration, within the context of the whole amenity that would be afforded to future occupiers of the development, is ultimately a question of judgement.

- 6.6.4 The proposed flats would all meet the London Plan Space Standards for 1b2p and 2B3P and would provide acceptable levels of light and outlook.
- 6.6.5 The proposed flats will have access to two main staircases and a lift which will be suitable for an ambulant disabled owner or a visitor. Policy 3.8 of The London Plan (2016) requires that 90% of dwellings must comply with the requirements of Category M4(2) 'accessible and adaptable dwellings', broadly the equivalent of Lifetime Homes. A condition is attached to ensure this standard can be secured within the new residential units.

Noise

- 6.6.6 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.
- 6.6.7 Should the Prior Approval application be implemented on the lower levels, it is acknowledged that there may be some overlap in terms of the vertical stacking of rooms due to the nature of the accommodation proposed. Nevertheless, this issue would also be addressed through separate legislation under the Building Regulations to ensure an acceptable standard is achieved. In respect of the new floor the horizontal stacking of rooms is considered to be acceptable.
- 6.6.8 The application has been referred to the Council's Environmental Health Department, who have advised that the applicant will need to demonstrate that the window systems will be upgraded in line with the proposal incorporated with the noise report to ensure a satisfactory internal environment for future occupiers. A condition is recommended in this regard.

Floor to Ceiling Heights

- 6.6.9 The London Plan Housing Standards (March 2016) calls for a minimum floor to ceiling height of 2.5 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 additional floor.

Outdoor Amenity space

- 6.6.10 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. For private amenity space, the SPG recommends a minimum of 5 sq m per 1-2 person dwelling and an extra 1m² for each additional occupant, and for balconies, the SPG specifies minimum dimensions of 1.5m x 1.5m.
- 6.6.11 The flats to the rear of the building would have projecting balconies which would be of an acceptable size. The flats to the front of the additional floor would each have winter gardens of acceptable size (5sq. m) and considered to be an appropriate response in relation to their siting adjacent to the busy Edgware High Street.

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.

Car Parking

- 6.7.2 A Transport Statement has been submitted with the application. The application site is located in an area with a PTAL of 6a which is very high. In response to comments from the Highways Authority, the applicant has submitted a revised parking layout allocating four parking spaces including two disabled spaces for the proposed new units. 20% active and 20% passive electric parking spaces can be secured via a planning condition. As the site is located in a comprehensive CPZ, any overspill car parking is unlikely to occur. The level of parking is considered to be acceptable in this location.

Trip Generation

- 6.7.3 The Highways Authority consider that if this proposal is to be considered along with either the existing office use or the prior approval application (ref: P5051/prior) redevelopment the effects would be additional. However, in either scenario, 8 flats are unlikely to result in a significant impact for the highway.

Cycle Parking

- 6.7.4 A total of 13 long stay and 2 short stay cycle parking spaces would be provided which would accord with London Plan standards and is considered to be acceptable. A pre-occupation condition for details including number of stands, type of stands and access is recommended.

Access and Highways

- 6.7.5 The existing site is accessed from High Street Edgware and this would be retained in the proposed development.

Refuse, Servicing and Emergency Services Access

- 6.7.6 Refuse storage would be provided within the building to be accessed from the car park to the rear of the building, following the existing arrangement for refuse storage. Refuse will be collected as per the current arrangements and the refused vehicle will be able to stop within 10m of the proposed refuse store as required.

Construction Logistics Plan

- 6.7.7 The Highways Authority requires a construction logistics plan which has been addressed through a planning condition.

6.8 Flood Risk and Development

- 6.8.1 The Council's Strategic Flood Risk Assessment maps show that the site is located within Flood Zones 2 and 3. The application is accompanied by a flood risk assessment which demonstrates that the site is outside the flood extents for the 1% Annual Exceedance probability (AEP), 1% AEP plus 35% climate change and the 1%AEP plus 70% climate change events. In terms of flood vulnerability, significant betterment can be achieved through the implementation of flood warning procedures and an evacuation plan. Safe access/egress can be provided from the property during the 1%AEP plus 35% climate change fluvial flood event and the 1 in 100 year surface water flood event. The application has been referred to the Council's Drainage Authority who have raised no objection to the proposed development on the basis of the information provided within the FRA. At the time of writing this report, additional comments are awaited from the Environment Agency and any comments received will be reported via the committee addendum. However, it should be noted that the Environment Agency did not raise any objections on Prior Approval application P/5051/18/Prior for the conversion of the building to residential. Subject to a condition requiring the recommendations within the Flood Risk Assessment to be implemented, the proposal would be considered acceptable in terms of flood risk.
- 6.8.2 Subject to the conditions securing the above, it is considered that the proposed development would accord with the National Planning Policy Framework, policy 5.2 of The London Plan (2016) and policies DM 9 and DM10 of the Harrow Development Management Policies Local Plan (2013).

6.9 Energy and Sustainability

- 6.9.1 Paragraphs 96-98 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. This is further emphasized in policies DM 12 and DM 14 of the local plan.
- 6.9.3 The applicant has submitted an energy assessment which demonstrates that the incorporation of photovoltaic panels will reduce the development predicted carbon dioxide emissions by 35% relative to the baseline case. The recommendations of the energy report can be secured through a suitable planning condition and subject to this, it is considered that the development would make a positive contribution in accordance with the policy requirements.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The principle of providing a residential development on the application site is acceptable. The proposed housing development would bring forward housing provision of a satisfactory mix to provide housing choice to the borough and of an adequate level to ensure suitable accommodation for future occupiers. It is considered that the proposed building would have an acceptable design and external appearance and would not have an undue impact on the character and appearance of the area or the residential amenity of neighbouring occupiers. The proposal would provide appropriate living conditions for the future occupiers of the development. The proposal would not result in any detrimental impacts on the surrounding highway network.
- 7.2 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including comments received in response to notification and consultation as set out above, this application is recommended for grant.

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, completed and retained in accordance with the following approved plans and documents: Site Location Plan; P10; P09; P08; P07; P06; P05; P04; P03; P02; P01; P00 Rev D; S09; S08; S07; S06; S05; S04; S03; S02; S01; S00; Noise Impact Assessment report 18347.NIA.02; Design and Access Statement & Planning Statement (dated November 2018); Energy Assessment by Energy Calculations Ltd (dated 22nd October 2018); Transport Assessment Ref: 102168 (dated 01/11/2018) by Pell Frischmann; Daylight and Sunlight Assessment by Right of Light Consulting (dated 19th November 2018); Flood Risk Assessment Ref 4181 by Ambiebtal Environmental Assessment; Geo_Environmental Desk Study by Fairhurst (dated November 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 until samples of the materials to be used in the construction of all of the external surfaces, including, but not restricted to those listed below have been submitted to, and approved in writing by, the local planning authority:

- a) Facing materials and roof,
- b) Windows and doors;
- c) Rainwater goods
- d) Boundary treatment
- e) Hardsurfacing
- f) Balconies

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

REASON: To ensure that good quality and acceptable materials would be used for the development in order to safeguard the appearance of the locality. To ensure that the proposed works can be incorporated in to the design, this is PRE-COMMENCEMENT Condition.

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. These works would form part of the construction process and for this reason, this is a PRE-COMMENCEMENT Condition.

5. Flood Risk and Development

The development hereby approved shall be undertaken in accordance with the measures described and recommended within the approved Flood Risk Assessment and appendices and shall be retained in that form thereafter.

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.

6. Refuse Storage

The refuse and waste bins shall be stored at all times 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.

7. 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.

8. Communal Facilities

Prior to the occupation of the development hereby permitted, additional details of a strategy for the provision of communal facilities for television reception (e.g. aerials, dishes and other such equipment) shall be 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.

9. Cycle Storage

Notwithstanding the approved plans, prior to occupation of the development hereby approved details shall be provided of safe and secure cycle storage in accordance with London Plan Standards. The approved details shall be implemented and shall thereafter be retained.

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

10. 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.

11. Part M Dwellings

All residential units 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.

12. Restriction of HMO

The proposed residential accommodation within the development hereby permitted shall be used for Use Class C3 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.

13. Energy and Sustainability

The development hereby approved shall be undertaken in accordance with the measures described and recommended within the approved Energy Assessment and appendices and shall be retained in that form thereafter.

REASON: To ensure that the development is a sustainable construction and to reduce and mitigate the effects of climate change

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
3.8 Housing Choice
3.9 Mixed and Balanced Communities
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
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 London Plan 2017

Policy D1 London's form and characteristics
Policy D2 Delivering good design
Policy D3 Inclusive design
Policy D7 Public realm
Policy T5 Cycling
Policy T6 Car parking

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. Grant Without pre application advice

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3. Mayor Cil

Please be advised that approval of this application, (by PINS if allowed on Appeal following the Refusal by Harrow Council), attracts a liability payment of £28,244 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 £28,244 for the application, based on the levy rate for Harrow of £35/sqm and the stated floor space of 552sqm

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>

4. 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: £88, 369

5. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows:
0800-1800 hours Monday - Friday (not including Bank Holidays)
0800-1300 hours Saturday

6. Party Wall Act

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

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

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

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the Portal website:

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

7. Compliance with Planning Conditions

INFORMATIVE: 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, then you should apply to the Local Planning Authority for a certificate of lawfulness.

8. Protection of Highway

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

9. Street Naming and Numbering Informative

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

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

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

Plan Nos: Site Location Plan; P10; P09; P08; P07; P06; P05; P04; P03; P02; P01; P00 Rev D; S09; S08; S07; S06; S05; S04; S03; S02; S01; S00; Noise Impact Assessment report 18347.NIA.02; Design and Access Statement & Planning Statement (dated November 2018); Energy Assessment by Energy Calculations Ltd (dated 22nd October 2018); Transport Assessment Ref: 102168 (dated 01/11/2018) by Pell Frischmann; Daylight and Sunlight Assessment by Right of Light Consulting (dated 19th November 2018); Flood Risk Assessment Ref 4181 by Ambiebtal Environmental Assessment; Geo_Environmental Desk Study by Fairhurst (dated November 2018)

APPENDIX 2: SITE PLAN



PLANNING

TITLE
MIDDLESEX HOUSE, 29-45 HIGH STREET, EDGWARE, HA8 7UU

CLIENT
EDGWARE ROAD PROPERTIES LTD

DESCRIPTION
SITE LOCATION PLAN

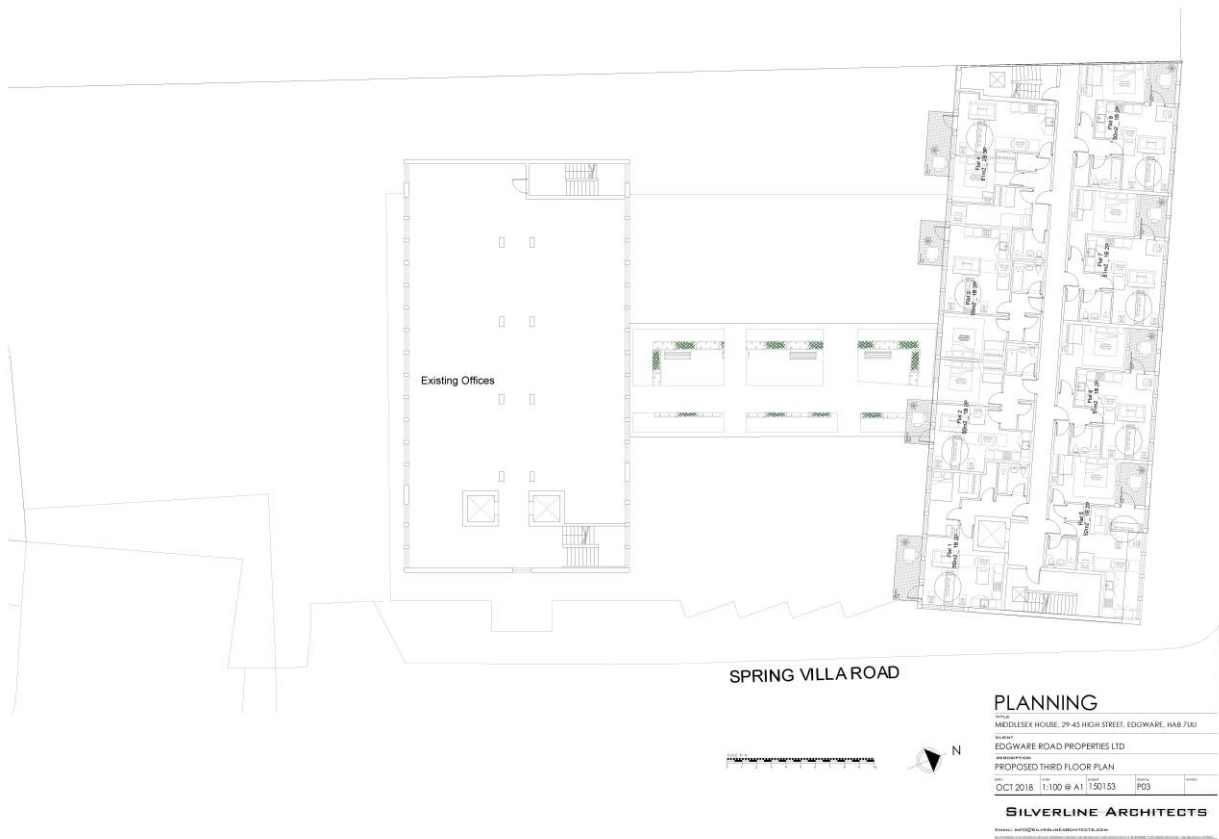
| DATE | SCALE | PROJECT | PLANNING | PROJEC |
|----------|-----------|---------|----------|--------|
| Oct 2018 | 1:1250@A4 | 150153 | OS | |

SILVERLINE ARCHITECTS

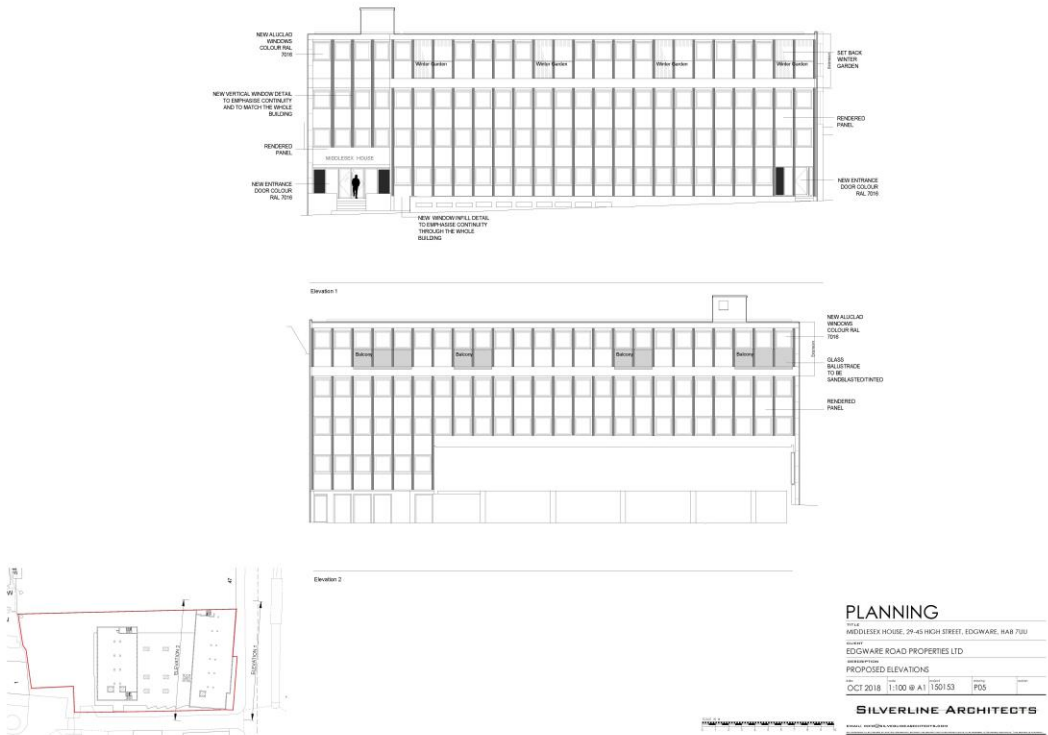
EMAIL: [INFO@SILVERLINEARCHITECTS.COM](mailto:info@silverlinearchitects.com)



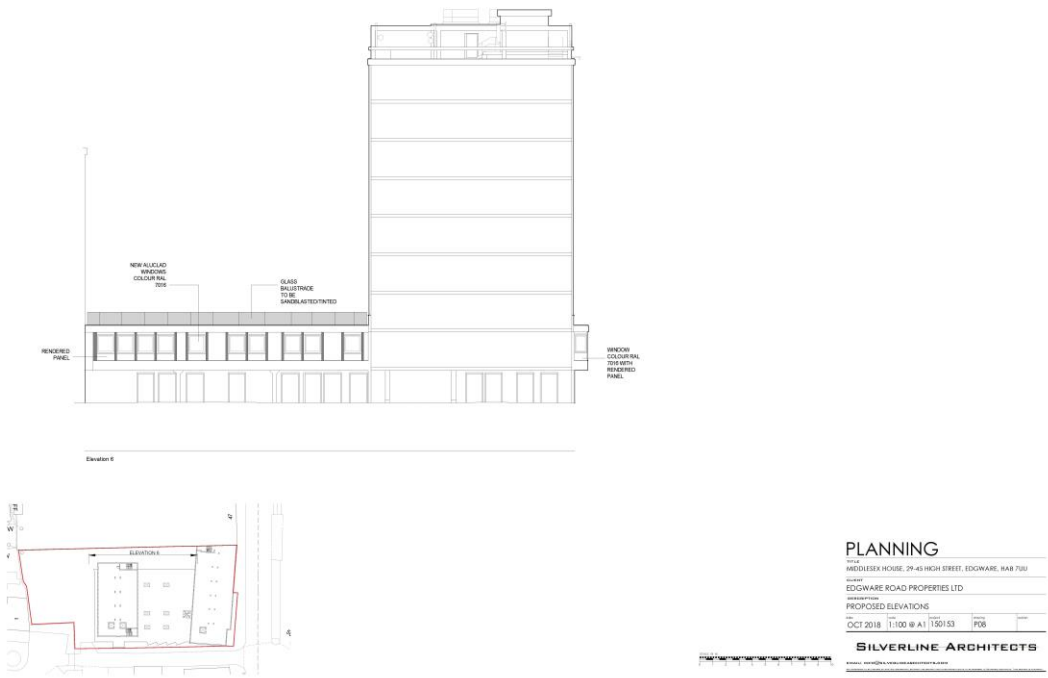
APPENDIX 3: PLANS AND ELEVATIONS



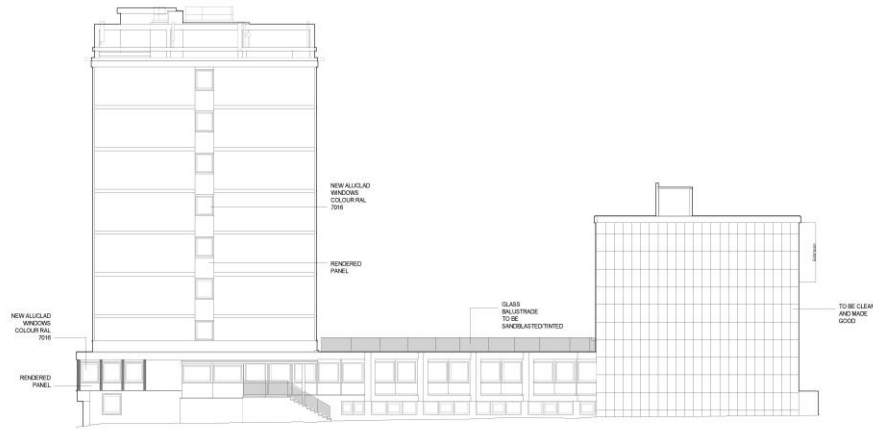
Proposed floor plan



Proposed front elevation



Proposed side elevation



Elevation 5



PLANNING

MIDDLESEX HOUSE, 29-45 HIGH STREET, EDGWARE, HA8 7JQ

CLIENT: EDGWARE ROAD PROPERTIES LTD

CONCEPT: PROPOSED ELEVATIONS

DATE: OCT 2018 1:100 @ A1 | 150153

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Proposed side elevation

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