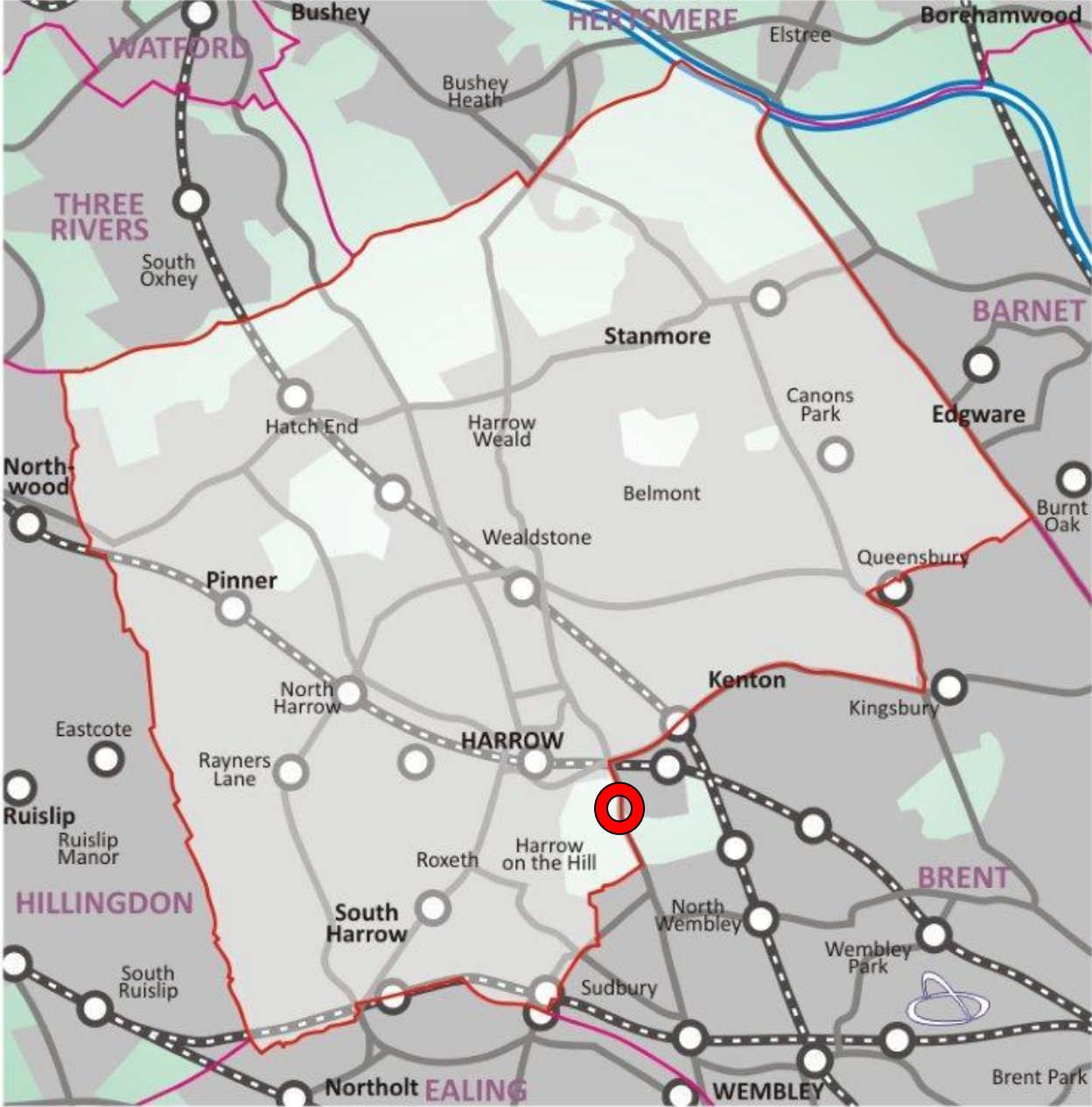
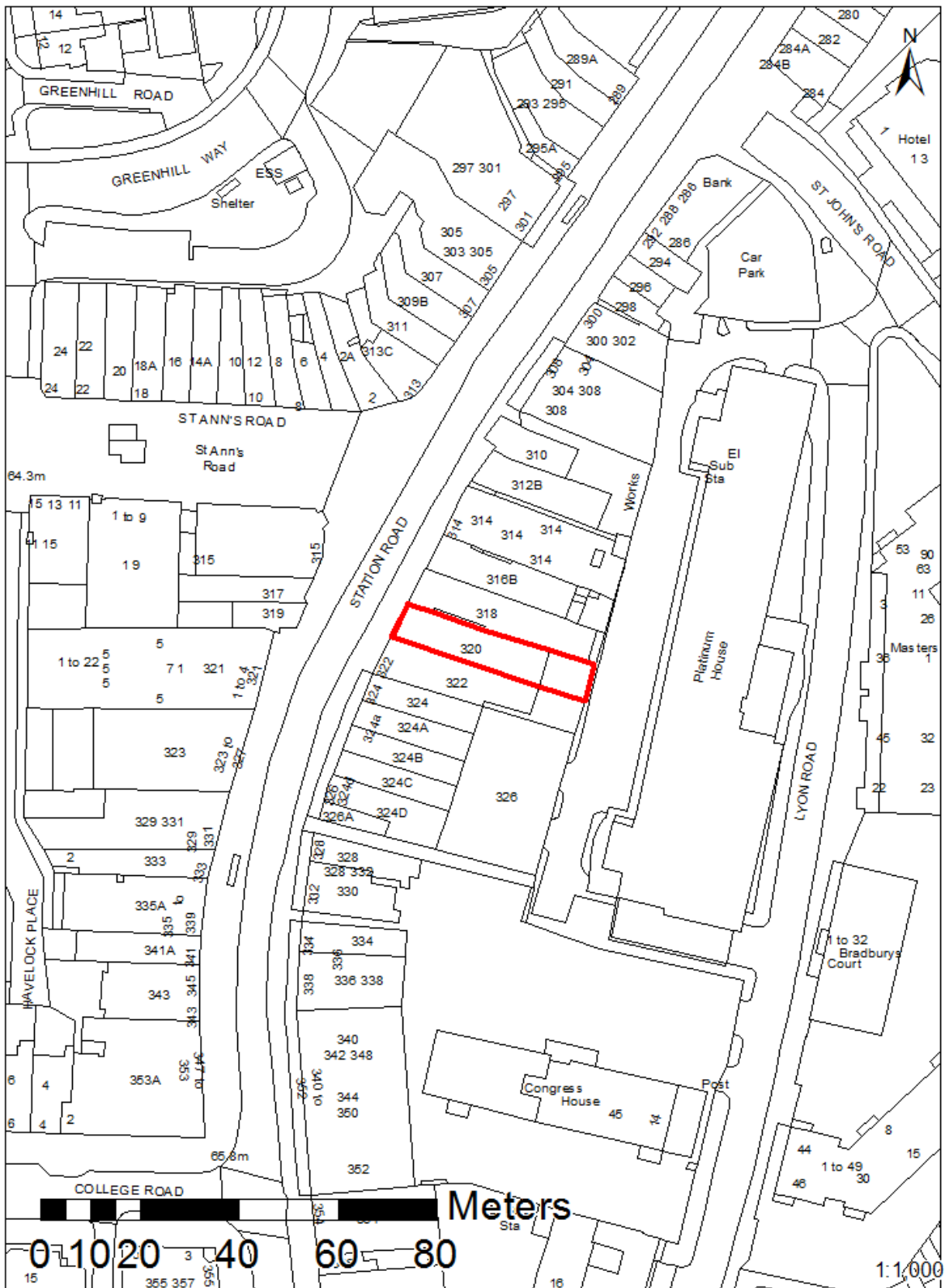


 = application site



320 Station Road	P/5362/18
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320 Station Road HA1 2DX



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

17TH April 2019

APPLICATION NUMBER: P/5362/18
VALIDATE DATE: 06/12/2018
LOCATION: 320 STATION ROAD, HARROW
WARD: GREENHILL
POSTCODE: HA1 2DX
APPLICANT: MR MO DAGGER
AGENT: RICHARD TAYLOR ARCHITECTS
CASE OFFICER: RAPHAEL ADENEGAN
EXPIRY DATE: 26/04/2019

PROPOSAL

Redevelopment to Provide Four Storey Building Comprising Six Flats (6 X 2 Bed) with Retail Unit on Ground Floor (Class A1); Refuse And Cycle Storage.

RECOMMENDATION A

- 1) agree the reasons for approval as set out in this report, and .
- 2) delegate decision to the interim Chief Planning Officer to issue the planning permission upon the expiration of newspaper advertisement of the development affecting the setting of a listed building (Grade II Listed opposite (Westminster Bank)) to 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:
 - Prior to occupation of the development, notify all prospective owners, residents, occupiers or tenants of the housing units of the development that they will not be eligible for a resident parking permit or visitors parking permit to park a motor vehicle where a CPZ has been implemented, unless they hold a disabled person's badge.
 - Planning permission monitoring fee of £500;
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 development comprising of a satisfactory level of residential accommodation, within the Heart of Harrow. The housing development would be appropriate within the urban environment in terms of material presence, attractive streetscape, and good routes, access and makes a positive contribution to the local area, in terms of quality and character.

The proposed redevelopment of the site would result in a modern, simple 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.

RECOMMENDATION B

That if the Section 106 Agreement is not completed by 31 July 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 in conjunction with the cumulative impact of development within the Harrow on the Hill Town Centre, in the absence of a legal agreement for the restriction of resident parking permits would result in a detrimental impact on the capacity and safety of the Highway network, would fail to comply with the requirements of Policies DM42 and DM50 of the Development Management Policies Local Plan 2013 which seeks to ensure the proposal would not result in any unreasonable impacts on the highway, Policy AAP 19 of the Harrow and Wealdstone Area Action Plan (2013) and the Supplementary Planning Document: Planning Obligations (2013).

INFORMATION

This application is reported to Planning Committee as it is for the construction of more than two dwellings and therefore falls outside Schedule 1b of the Scheme of Delegation.

Statutory Return Type:	E(18) Minor Development: All Other
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£29,880.00 plus indexation
Local CIL requirement:	£49,980 plus 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 does not adversely affect crime risk.

OFFICER REPORT

PART 1 : Planning Application Fact Sheet

The Site	
Address	320 Station Road, Harrow, HA1 2DX
Applicant	Mr Mo Dagger
Ward	Greenhill
Local Plan allocation	n/a
Conservation Area	n/a
Listed Building	Grade II Listed opposite (bank)
Setting of Listed Building	n/a
Building of Local Interest	n/a
Tree Preservation Order	n/a
Other	Harrow & Wealdstone Opportunity Area

Housing		
Density	Proposed Density hr/ha	650-1100
	Proposed Density u/ph	193
	PTAL	6
	London Plan Density Range	215 – 405
Dwelling Mix	Studio (no. / %)	N/A
	1 bed (3no. / %)	NA
	2 bed (3no. / %)	6(100%)
	3 bed (no. / %)	N/A
	4 bed (no. / %)	N/A
	Overall % of Affordable Housing	N/A
	Affordable Rent (no. / %)	N/A
	Intermediate (no. / %)	N/A
	Private (no. / %)	N/A
	Commuted Sum	N/A
	Comply with London Housing SPG?	Complies
	Comply with M4(2) of Building Regulations?	Secured by Condition

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Financial & Professional Services
	Existing Use Class(es) sqm	Use Class Sui Generis 211sq.m

Proposed Use(s)	Proposed Use / Operator	Commercial use on Ground floor and residential above
	Proposed Use Class(es) sqm	Use Class A1/A2/A3 192sq.m Use Class C3 498sq.m
Employment	Existing number of jobs	Unknown
	Proposed number of jobs	Unknown

Transportation		
Car parking	No. Existing Car Parking spaces	2
	No. Proposed Car Parking spaces	1
	Proposed Parking Ratio	0.2
Cycle Parking	No. Existing Cycle Parking spaces	None
	No. Proposed Cycle Parking spaces	12
	Cycle Parking Ratio	
Public Transport	PTAL Rating	6
	Closest Rail Station / Distance (m)	250m (Harrow on the Hill Station)
	Bus Routes	Several Along Station Road. Bus Station at Harrow on the hill Station
Parking Controls	Controlled Parking Zone?	Zone E
	CPZ Hours	Non-Parking Permits
	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	Internal Refuse Storage to rear of building. Separate for residential and commercial

Sustainability / Energy	
Development complies with Part L 2013?	N/A
Renewable Energy Source / %	N/A

PART 2 : ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 Property is a single-storey building fronting onto Station Road, and is located in a designated secondary shopping frontage in Harrow Metropolitan Centre
- 1.2 The building is currently occupied by a bookmaker (*sui generis* use) fronting onto Station Road.
- 1.3 The adjacent properties from 316 – 318 (semis) are all single storey at the front with shops on the ground floor and residential above at first floor level set back while there is a taller 1920's building to the north of the two pairs of semi-detached properties
- 1.4 The adjoining building to the right, No. 322 is a newly build four-storey residential block with retail floor space at ground floor. The properties further south are a three-storey parade constructed in the 1970s.
- 1.5 To the rear of the site is a service lane which connects to Lyon Road. On the eastern side of the service lane is Platinum House, a large part 6 and part 7 storey building in residential use.

2.0 PROPOSAL

- 2.1 It is proposed to redevelop the site to erect a four storey building. It would have a commercial unit on the ground floor with 6 residential units located in the three floors above.
- 2.2 The proposed development would be approximately 33m deep at the ground floor and would infill the complete 7.8m width of the site. It would have a maximum height of approximately 13.9m. The three storey element would be 11.8m, which would align with the existing roof form at 314 and 322 Station Road. The fourth floor element fronting onto Station Road would be set back from the principal front elevation by approximately 1.9m mimicking that of No. 322.
- 2.3 The ground floor of the proposed development would be a flexible A1/A2 & A3, and would front onto Station Road. This would have a traditional street frontage. To the rear of the site at ground floor, it is proposed to have designated refuse storage areas for the ground floor commercial unit and the residential element. The rear elevation would also provide for access to the residential element and to the enclosed cycle storage.
- 2.4 The upper three floors would be constructed in a crescent shape, which would allow for middle element of the development to provide for windows facing rear and forward from the proposed residential units.
- 2.5 Each of the three upper floors would provide for two residential units, each being served by their own individual private amenity space.

2.6 To the rear of the application site, and accessed via the service lane would be one disabled car parking space.

3.0 **RELEVANT PLANNING HISTORY**

Ref no.	Description	Status and date of decision
LBH/17462	Change of use from banking offices to retail shops	Grant 27/6/1980
LBH/18703/W	Installation of new shop front	Grant 23/2/1981
LBH/18331	Change of use from banking offices to licensed betting office 14/04/81 REG	Grant 27/3/1981
LBH/19691/W	Change of use from banking office to licensed betting office (variation of conditions regarding opening hours LBH/18331 21/10/83 REG	Grant 3/6/1983
WEST/46122/93/CON	Removal of condition 2 on LBH/18331 dated 27-Mar-81 & LBH/19691 dated 3-Jun-83 relating to hours of opening	Grant 17/3/1993
EAST/726/98/FUL	Shopfront	Grant: 25/9/1998

4.0 **CONSULTATION**

4.1 A total of 189 consultation letters were sent to neighbouring properties regarding this application.

4.2 The public consultation period expired on 27th December 2018.

4.3 Adjoining Properties

Number of Letters Sent	189
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.4 Statutory and Non Statutory Consultation

4.5 The following consultations have been undertaken, together with the responses received and officer comments:

Consultee	Summary of Comments	Officer Comments
LBH Highways	<p>This development is within a high PTAL location meaning that access to public transport and amenities is considered to be excellent therefore; a car free proposal is acceptable. The single disabled parking bay is welcomed.</p> <p>The development must provide cycle storage in accordance with London Plan minimum standards of at least two spaces per flat. Details can be secured by pre-occupation condition.</p> <p>A construction logistics plan is required but can be secured by pre-commencement condition. A traffic management plan is required as part of this and the applicant is advised to liaise with Highway Network Management to agree any measures required first.</p> <p>A s106 agreement for parking permit restriction in order to support the car free intentions is required too.</p> <p>We have no objection subject to the above conditions and obligation being appended to the permission.</p>	Noted
LBH Drainage	No objection subject to condition.	Noted
Landscaping Architect	No objection subject to relevant landscaping condition	Noted
LBH Conservation Officer	The proposal would preserve the setting of the heritage assets given its proposed scale similar to other buildings in the area and that immediately adjacent and given the distance from the heritage assets.	Noted
LBH Planning Policy and Research	No response has been received.	
LBH Refuse and Waste Department	No response has been received.	

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 was published in draft form in December 2017 and is currently in the Examination in Public (EiP) stage, with the Panel's report expected in Autumn 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, although lesser weight will be given to those areas of the plan that are being challenged through the EiP process (including any potential inconsistencies with the NPPF).
- 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 APPRAISAL

6.1 The main issues are:-

- Principle of the Development
- Housing Supply, Density and Overall Housing Mix
- Design, Character and Appearance of the Area
- Heritage Assets
- Residential Amenity
- Traffic, Parking, Access, Servicing and Sustainable Transport
- Flood Risk and Development
- Sustainability and Climate Change Mitigation
- Ecology and Biodiversity
- Consultation Responses

6.2 Principle of Development

Spatial Strategy

- 6.2.1 The National Planning Policy Framework (NPPF) has brought forward a presumption in favour of “sustainable development”. The NPPF defines “sustainable development” as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets the three strands of sustainable development for planning to be; to play an economic, social and environmental role. The NPPF, following the deletion of the Planning Policy Statements and Guidance Notes, continues to encourage the effective use of land by reusing land that has been used previously, recognising that “sustainable development” should make use of these resources first.
- 6.2.2 Harrow’s Core Strategy establishes a clear vision for the management of growth in the Borough over the Local Plan period (to 2026) and a framework for development in each district of the Borough. Policy CS1(A) directs growth¹ to town centres and strategic, previously-developed sites and provides for that growth to be managed in accordance with the sub area policies. Policy CS2² C commits the Council through the Area Action Plan to *‘identify and allocate sufficient sites to deliver a minimum of 2,800 net new homes over the plan period, giving further clarity to the mix and density of housing, along with the quantum of other appropriate land use to be achieved on individual sites. Particular attention will be paid to the scale and form of development on sites at the edge of the intensification area, ensuring a these achieve effective transition, especially where they neighbour open space or low density suburban residential areas’*.
- 6.2.3 In terms of whether the principle of this development is considered acceptable, it is noted that The London Plan (2016) Policy 4.7 sets out that the Mayor supports a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres. The policy sets out that in taking planning decisions on proposed retail and town centre development, the local planning authority should seek to ensure that the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment; that retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport, and; that proposals for new, or extensions to existing, edge or out of centre development will be subject to an assessment of impact.

¹ That portion of the Borough’s growth that would be accommodated beyond the Harrow & Wealdstone Intensification Area.

² For the Harrow and Wealdstone Sub Area.

- 6.2.4 Strategic objective 11 of The Harrow Core Strategy (2012) identifies that the Council aspires to “Strengthen Harrow town centre and maintain or enhance the vitality and viability of all town centres...” The Harrow Core Strategy (2012) Core Policy CS1L states that “Harrow’s town centres will be promoted as the focus for community life, providing residents with convenient access to a range of shops, services, cultural and leisure facilities, as well as local employment opportunities and areas of good public transport.”
- 6.2.5 The site is located in Harrow's Metropolitan town centre and is part of the designated secondary shopping area and secondary shopping frontage. Policy AAP1 and AAP4 of the Area Action Plan encourage provision of active used on the ground floor of premises within the Harrow town centre, and the proposed development would accord with these aims, providing an active frontage and greater vibrancy to this part of the town centre. Policy AAP2 requires development within the Station Road sub area to make a positive contribution to its environment and identity.
- 6.2.6 The site constitutes previously developed land and the application seeks to extend the existing building to provide further residential flats, whilst retaining the commercial uses on the ground floor.
- 6.2.7 To this end, the key diagram for the Harrow and Wealdstone area identifies the location for future housing and the site is formally allocated for a housing development in the Harrow & Wealdstone Area Action Plan (2013).
- 6.2.8 Within the context of planned growth across London, the proposal therefore accords with Harrow’s vision for the development of the Borough as a whole and for the Harrow and Wealdstone sub area. The proposal would make a contribution to forecast requirements for new housing in the Borough over the plan period.
- 6.2.9 Notwithstanding the above, it is noted that the proposed development would result in a complete re-development of the site, and sits within a parade of properties that have witnessed redevelopment resulting in changes to historic heights, scale and mass. As such, by allowing a development that would significantly change the relationship with the neighbouring properties at Nos 318 and 316 Station Road (both of which are traditional two-story buildings), consideration must be taken to ensure that the proposed development would not prejudice development at these neighbouring sites. Whilst sitting outside of the Harrow & Wealdstone Area Action Plan (2013), Policy DM1E of the Harrow Development Management Policies Local Plan (2013), states inter alia, that developments that would prejudice future developments on adjoining land would be resisted.
- 6.2.10 To the south of the application site is No. 322 which has recently been redeveloped containing commercial and residential units as being proposed (P/3489/16). Further south is No. 324 – 326 Station Road; this site has already been through the prior approval process to convert the property into a residential use. Furthermore, planning permission (P/2854/12) was granted which permitted a further floor to this site, which has now expired.

- 6.2.11 In terms of the proposed retail use for the ground floor unit, it is noted that this would come forward with a lower floor space than what is currently providing for on-site. However, it is noted that the proposed loss of floor space would be to facilitate access to the residential element and the ancillary servicing area. Lastly, the proposed floor space would be legible and functional and would ensure that future occupiers of this unit would have a satisfactory floor space to work with. It is therefore considered that notwithstanding the minor decrease in the overall floor space on site, it would nonetheless not compromise the function or the viability and vitality of the town centre location.
- 6.2.12 It is therefore considered that the proposed development, should it be brought forward, would not prejudice the potential development of the adjoining sites. As such, the proposed development would not conflict with policy DM1(E) of the Harrow Development Management Policies Local Plan (2013).
- 6.2.13 The principle of the development is therefore considered acceptable.

6.3 Housing Supply, Density and Overall Housing Mix

- 6.3.1 Paragraph 11 of the NPPF reminds local planning authorities that housing applications should be considered in the context of the presumption in favour of sustainable development.
- 6.3.2 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 6 home contribution to housing supply ensures that this strategic 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 Harrow & Wealdstone sub area, as well as modestly exceeding the housing capacity figure attributed to the site in the Harrow & Wealdstone Rea Action Plan (2013).
- 6.3.3 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).

6.3.4 The application site area is 0.031 hectares and it has a public transport accessibility level (PTAL) score of 6 indicating an excellent level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a central setting. The proposal, taken as a whole, equates to a density of 193 units per hectare and of 774 habitable rooms per hectare. The densities fall well below the overall matrix ranges for central setting sites with a PTAL 6, being between 215-405 units per hectare and 650-1100 habitable rooms per hectare. However, as noted above, the matrix is only the starting point for considering the density of development proposals.

6.3.5 The following is a breakdown of the proposed housing mix across the scheme.

Table 2: Detailed Housing Mix		
Unit Size	No. of Units (Total)	% of All Units
Bed (3 Person):	3	50%
2 Bed (4 Person):	3	50%
Totals:	6	100%

6.3.6 All the proposed residential units would be flats within the development. The table above demonstrates that there would be a satisfactory mix of housing types within the scheme for this location.

Affordable Housing

6.3.7 The proposal to introduce 6 residential units to the site would be below the 10 unit threshold and as such would not trigger the requirement to provide any element of affordable housing.

Design, Character and Appearance of the Area

6.4.1 The National Planning Policy Framework 2018 advises at paragraph 124 that planning policies and decisions should aim to ensure that developments should optimise the potential of the site to accommodate development and respond to local character and history and reflect the identity of local surroundings and materials. 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'. The NPPF and policy 7.8.C/D/E of The London Plan 2016 set out similar aims. Policy DM7 of the Harrow Development Management Local Policies Plan (2013) provides further guidance on managing heritage assets and requires new development not to adversely affect the character or amenity of Conservation Areas, Listed Buildings or other heritage assets.

- 6.4.2 Policy DM1 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.
- 6.4.3 The unit is located in Harrow's Metropolitan town centre and is part of the designated secondary shopping area and secondary shopping frontage. Policy AAP1 and AAP4 of the Area Action Plan encourage provision of active used on the ground floor of premises within the Harrow Town Centre, and the proposed development would accords with these aims, providing an active frontage and greater vibrancy to this part of the town centre
- 6.4.4 The application property is currently in use as a Licenced Betting shop (Use Class *sui-generis*)
- 6.4.5 It is noted that along the eastern side of Station Road, there is no defined or dominant form of development. The original buildings at Nos. 316 to 322 Station Road, until recently, had an oddity in the streetscape for some time. The buildings, in the main, are two-storey building with a small first floor. Until recently in the case of No.322, the adjacent properties or opposite are three to four storey buildings. It could therefore be argued that these buildings (Nos. 316, 318 and 320), by comparison, are not in keeping with the scale of the immediate surrounding buildings
- 6.4.6 The design of the development at 322 Station Road has brought about the necessity for careful and well thought out urban design for this section of the street to allow for redevelopment of Nos. 316, 318 and 320. Any redevelopment proposal at the application must respect the amenity of the occupiers of No. 322 and not hinder future redevelopment of Nos 316 and 318. The applicants have engaged the Local Planning Authority to arrive at an acceptable design that will respect the character of this section of the streetscene and amenity of neighbouring occupiers. As such, the development of 320 and 322 will in turn create buildings of similar size and scale to those in the vicinity.
- 6.4.7 The proposed replacement building would replace the existing single-storey building with a four storey development. It is noted that the fourth floor would be set back from the front elevation by some 1.9m. The proposed development would align with each floor of the existing adjacent property mimicking the setback from the front elevation at fourth floor. The proposed development would have an acceptable relationship with this property.
- 6.4.8 The proposed Station Road (front) elevation draws on that of the adjacent building, No. 322. The design would involve dividing the winter garden to the first and second floors with a brick pier and not build a canopy so as to create an easier visual link to the adjacent lower building at No. 318. This is will be secured by condition.
- 6.4.9 Located to the north of the application property is a two-storey hip-roofed semidetached building storey building with Victoria façade. This building in and of itself is an anomaly within the streetscene. The front façade and flank of this

property is hipped away from the application property. The proposed development would result in flank elevation being constructed directly adjacent to this two-storey building fronting Station Road. Whilst it is noted that the proposed building would result in a different form of development and a noticeable change in height, given the eclectic forms of development and variations in heights in the immediate surrounding, it would not sit uncomfortably with this adjoining property.

- 6.4.10 Given the siting of the proposed building within the site, and being adjacent to the two-storey building at No 318, it would be highly visible within the streetscene. This would be particularly noticeable when viewing the site from the north. However, it is considered that given that there is already a four storey building at Nos. 314 and 322 and three storey building at 324 – 326 Station Road, the proposed development would for the most bring this elevation further northward. As such, it must be then considered would the extra height, by reason of the third floor, would be unacceptable in terms of its impact on the streetscene. The proposed elevations have been amended to have the brickwork within the northern flank elevation with a section of self-coloured render to party wall and to the courtyard; power coated copings to the top of the walls continue to form the flank elevation of the third floor element, rather than the different material initially submitted. The design would break bulk of this wall by setting back the central section of the wall and changing the material of self-coloured render. This reduces the impact of long brick wall. Self-coloured render also removes any potential maintenance issues.
- 6.4.11 The proposed third floor element would be 9.4m deep before the set in for a depth of 10.2m occurs. The proposed set in, amongst other things, provides a useful break in the elevation. This break ensures that the flank elevation would not result in an overly dominating expanse of elevation when viewed from the north. Lastly, it is noted that the amended plans have included a line of soldier course at internal floor level, which further assists in providing some visual interest to this elevation.
- 6.4.12 The proposed front elevation at ground floor would be a traditional commercial frontage that would not be out of place within the existing primary shopping area and parade. Above, the proposed brick built residential element with winter gardens would be considered to be appropriate. A simple and yet unfussy elevation would overlook Station Road, and this is considered to be acceptable.
- 6.4.13 The proposed development would be opposite the listed NatWest Building at 315 Station Road. Furthermore, a parade of locally listed buildings are also located on the northern side of St Ann's Road and onto Station Road. In weighing applications that affect designated heritage assets directly or indirectly, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. It is considered that the proposed development, by reason of its proportionate scale and height within the existing streetscene, would appear as an appropriate and acceptable addition to the streetscene. Furthermore, it would utilise an appropriate palette of materials so as not to ensure that the level of harm to heritage values or loss would be minimal, therefore it is considered that there

would be no unacceptable impacts on the setting of the listed building. The Conservation Officer has not raised any fundamental objection to the proposal.

- 6.4.14 The provision of a commercial use on the ground floor would continue to provide an active retail function on the ground floor and would therefore have a positive impact on the vitality and viability of the area. The development of the site to provide residential above the commercial units, is considered to result in a more efficient and effective use of the site. The proposed height of the development would accord with the aspirations of the Harrow & Wealdstone Area Action Plan (2013), and impacts on the character of the area are considered below. The redevelopment of the site, in light of the previously developed nature of the land, would be acceptable in principle and it is considered that the proposed land uses i.e. retail with residential above, would be appropriate in this location.
- 6.4.15 The proposed rear elevation would, at ground floor provide a residential access to the development, and also waste and recycling storage for both the residential and commercial element. Above, the residential element would be located with a rear elevation characterised by projecting balconies. The proposed residential nature of the rear elevation would not be at odds with the pattern of development within the environment in within this elevation would face. Located on the opposite side of service lane is Platinum House, which is a purpose built residential development, which amongst other things, characterised by having projecting balconies. Furthermore, the property known as 314 Station Road (Time Building) has been converted into residential use in the first and second floors, with an additional third floor with residential accommodation. This building has recessed balconies overlooking the rear service lane. It is therefore considered that the proposed redevelopment would, in terms of its impact on the rear service lane and environment, be acceptable in terms of appearance.
- 6.4.16 It is 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, streetscene, heritage assets or wider area

Materials

- 6.4.17 The proposed plans note that the proposed development would be primarily be constructed of brick, which would be a suitable material when considered in relation to the existing built environment. In conjunction with the brick, it is proposed to utilise dark grey aluminium fenestration for the residential and the commercial elements.
- 6.4.18 It appears that a relatively simple materials palette is proposed as part of the development, which is encouraged. A simple palette that incorporates high quality materials ensures that the development would not have an overly fussy appearance within the streetscene. Furthermore, high quality materials that have a robust appearance ensure a high quality design within the site and the streetscene. In principle the materials proposed would be considered acceptable. Notwithstanding the submitted information, a condition has been

attached to ensure that physical samples be submitted for further consideration of the appropriateness of the appearance and quality of the materials.

Access

- 6.4.19 The proposed development would retain an access directly from Station Road, which would continue to provide access to the commercial unit on the ground floor. This would be consistent with the remainder of the primary shopping frontage.
- 6.4.20 To the rear of the site, it is proposed to provide the residential access to the development. This would be accessed via the service lane. Permeable paving would be located between the rear elevation and the service lane, and would incorporate the proposed car parking space. Given that the rear service lane is a relatively well used public space, insofar as pedestrian and vehicular traffic and suitably tar sealed, access from this location would not be objected to.
- 6.4.21 The site is relatively level, and such access into the building should be able to be step-free. However, to ensure that this is the achieved, a condition is recommended to be attached accordingly.
- 6.4.22 Parking and other traffic related matters are to be assessed under section 6 of this appraisal.

Landscaping

- 6.4.23 The existing site is primarily hardstanding. The proposal would result in the proposed building infilling much of site. The application site offers little opportunity to provide some meaningful landscaping across the site.

Hard landscaping

- 6.4.24 The proposed front elevation fronts onto Station Road, which is a Town Centre location and within a primary shopping frontage. By reason of this, it has a set character, which does not allow much opportunity to provide any hardstanding other than that which is already present within the Station Road highway.
- 6.4.25 To the rear of the application site, it is noted that this is a relatively urban environment landscape, with little soft landscaping, or the ability to provide soft landscaping within this area. Between the rear elevation and the service lane, it is proposed to provide permeable paving which would provide inclusive access to the main residential element. The proposed car parking space would be constructed of porous tarmac. It is considered that subject to further detailing with regard to this ground surfacing, this quantum of hardstanding/hard landscaping would be acceptable.
- 6.4.26 A low level brick planter is proposed between the car parking space and the rear elevation; this is an acceptable addition that would allow for some soft landscaping, which his discussed below.

Soft Landscaping

- 6.4.27 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. As mentioned previously, the site is currently all but hardstanding. The application site does not lend itself to providing much scope for soft landscaping, by reason of the location and the proposed development. As such, the proposed planter box identified above is realistically all that the site can accommodate. Furthermore, given the town centre location, in particular the character of the properties along Station Road, anything further is considered unlikely.
- 6.4.28 Notwithstanding the above, the proposed planter bed would provide some relief between the service land and the rear elevation.

Conclusion

- 6.4.29 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 consistent 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 **Residential Amenity**

- 6.5.1 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.
- 6.5.2 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. Where relevant these are addressed in the appraisal below.
- 6.5.3 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.
- 6.5.4 The submitted Planning Statement confirms that all of the proposed dwellings have been designed to meet the London Plan's minimum space standards as set out in the 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.

Internal space

- 6.5.5 In addition to the satisfactory level of gross internal floor space for each of the proposed flats, the proposed plans indicate that all units would have dedicated storage space for the future occupiers in line the minimum 2m² requirement for units of at least 3 person under the Housing Standards.
- 6.5.6 On balance, it is considered that the proposed internal space provided for the proposed flats would be satisfactory in size, and each of them would provide acceptable layouts to ensure the habitable space is useable and functionable.

Amenity space

- 6.5.7 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.
- 6.5.8 For private amenity space, the SPG requires a minimum of 5m² 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. The proposed balconies (7m²) would exceed these minimum dimensions in terms of the required quantum and also the required depth. Furthermore, and specifically along the front elevation facing Station Road, the balconies would be inset winter gardens, which provide a much more private, quieter balcony for the future occupiers. Level access onto the balconies would be secured as part of the proposed access conditions had the scheme been considered acceptable in all other aspects.

Privacy

- 6.5.9 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.
- 6.5.10 The proposed site is situated within a town centre location, with many examples of residential accommodation located above commercial units, along with purpose built flatted developments. Generally speaking, future occupiers seeking to live in town centre locations would be more likely to have different aspirations to the amount of privacy as would, say future occupiers to a suburban area. Given that there are many examples of residential accommodation above commercial units, it is reasonable to conclude that this is an acceptable use.

6.5.11 The residential units located on the front elevation would look out towards St Ann's Road, and properties on the opposite on Station Road. To the rear of the site, the properties would face out towards the Platinum House development. The proposed development would be approximately 18.0m to the properties fronting Station Road opposite, and 18.5m to the nearest elevation of Platinum House to the east. It is considered that this separate distance would be acceptable, especially given the town centre location. The proposed future occupiers of the development would therefore have an adequate level of privacy afforded to them.

Dual aspect

6.5.12 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.

6.5.13 The orientation of the development results in east and west facing units. Where possible, the proposed residential accommodation is dual aspect. However, it is noted that by reason of the site constraints, achieving dual aspect units are not always possible. To the rear of the site which are east facing, the proposed units would be two bedroom units. However, the proposed living/dining/kitchen area would be dual aspect, with a westerly facing window. It is noted that this second west facing window would be obscurely glazed (to ensure privacy for the Station Road facing units), but would nonetheless provide further access to light for this habitable room.

6.5.14 The proposed west facing flats towards Station Road would not be technically dual aspect in the context of its relation with No. 322. Notwithstanding, these units are not overly deep so the proposed units would receive an adequate level of light to ensure satisfactory amenities for future occupiers.

Internal noise

6.5.15 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.

6.5.16 It is noted that the proposed floor plans provide vertical stacking that is considered to be satisfactory. Notwithstanding this, the proposed new build would be able to meet Building Regulation standards. Accordingly, it is considered that the vertical stacking of the proposed development is acceptable.

Floor to ceiling heights

- 6.5.17 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 2.5m. The proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers. However, in the event that the proposed development may require additional space between floors to provide essential services, this may result in an increase required to achieve this. The applicant is advised that if this has a follow impact to the overall height of the development hereby approved, then a new permission would be required to take account of any such change in height

Daylight, sunlight and outlook

- 6.5.18 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).
- 6.5.19 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 proposed development would not have any north facing windows. Each of the units would be east or west facing, and would be dual aspect. Furthermore, it is noted the units that are not dual aspect do not have overly deep floor plates.
- 6.5.20 A Daylight and Sunlight Report has been submitted with the application in respect of daylight and sunlight to determine whether the proposed development will result in any material or significant impact on the amenity enjoyed by neighbouring dwellings and future occupiers of the new flats in the context of the Council's amenity policy. The Building Research Establishment (BRE) Guidelines "*Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice*" 2011 has been adopted to determine the impact of the proposed development on Daylight and Sunlight. Ordinarily, the impact on Daylight and Sunlight would be tested in accordance with the standards in Chapter 2 of the BRE to ensure that a proposed development will not result in any material impact on the amenity enjoyed by neighbouring residents. However, the only existing neighbouring adjoining residential premises that could be affected by the proposed development are the newly built dwellings above 322 Station Road. Accordingly, as they are "New-Build" dwellings, for the purpose of Planning, the daylight quality and adequacy should be measured and assessed against the standards for New-Build dwellings taken from the British Standard Code of Practice for Daylighting, BS8206 Part 2 and Appendix C of the BRE Guidelines, rather than using Vertical Sky Components (VSC), which are normally used for well-established existing neighbouring dwellings.

- 6.5.21 The requirements for protecting sunlight to existing residential buildings are set out in Section 3.2 of the BRE Guidelines. The British Standard relies upon the use of Average Daylight Factors (ADF) rather than Vertical Sky Components (VSC) and Daylight Distribution. This places the highest ADF standard on Family Kitchens where the minimum target value is 2% *df*(*daylight factor*), Living Rooms should achieve 1.5% *df* and Bedrooms 1.0% *df*. These are measured on an “absolute” scale and should therefore be seen as a binary “pass” or “fail”. That is, failure to achieve the minimum Design Standard indicates that the level of daylight will be inadequate and sub-standard rendering the room unfit and unsuitable for its proposed design use. Officers have assessed the veracity of the report and found it to be acceptable.
- 6.5.22 The results of the ADF analysis of the habitable rooms in the proposed “new” dwellings demonstrate all of the proposed “new” habitable rooms will achieve the minimum target Design Standards from the British Standard Code of Practice for Daylighting, BS8206 Part 2.
- 6.5.23 It is noted that Bedroom 2 located within the proposed flats that would face westerly and easterly and the courtyard. These windows would be located between 6–8m from the opposite elevation, with the central courtyard allowing some light into this area. The courtyard would be castellated so as to reduce the size of walls. An obscured glass block wall is also proposed to the staircase overlooking the courtyard. This will provide a light stairwell for the residents. There are a series of windows within the courtyard and it is proposed using obscured glass to some of the windows to prevent overlooking. Whilst this is not the most ideal situation in terms of outlook and access to light, it is considered that on balance this would be acceptable. As such, it is considered that the proposed flats would each receive adequate levels of daylight

Residential Amenity of Neighbouring Occupiers

- 6.5.24 London Plan Policy 7.6 Architecture states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.
- 6.5.25 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.
- 6.5.26 The proposed building would be four storeys in height, would be flush with the front elevation of Nos. 322 and 324 – 326 Station Road. It is noted that this would sit further to Station Road than the first floor element of the semis at Nos. 318 and 316 Station Road. Whilst it is noted No. 318 Station Road has first floor windows facing rearward, these are non-habitable windows serving the storage area for the groundfloor retail unit. As the property at No. 318 is still a single storey building with commercial, then the proposed development would not be harmful to the occupiers of this property.

- 6.5.27 To the south of the application site is 322 Station Road, which is also noted as having ground floor commercial with flats located above. This property is noted as appearing similar to the proposed building in terms of height, scale and bulk. The newly built residential block at No. 322 has been designed having habitable windows facing north towards the application site. Whilst this arrangement provides adequate daylight and sunlight to these habitable rooms, such arrangement cannot be protected as doing so would prejudice the economic and viable redevelopment of the application site in its context and settings. As a consequence, the proposed development has been designed taking into account the site circumstances with regards to impact on these habitable rooms at No 320. The current design has been arrived at following negotiations with planning officers creating a somewhat shared Courtyard/Lightwell with No. 320.
- 6.5.28 According to the numerical results of the ADF values under “existing” and “proposed” conditions for 322 Station Road, it will be seen that although there will be a net loss of light, all of the habitable rooms in 322 Station Road that have windows that face into the shared Courtyard/Lightwell, will continue to meet the standards in Appendix 3 of the BRE Guidelines and the British Standard Code of Practice for Daylighting, BS8206 Part 2. Those rooms will therefore continue to receive adequate levels of daylight.
- 6.5.29 The BRE Sunlight Criteria only applies to windows that face within 90° of due south, and is usually limited to the principal Living Room serving each dwelling. In the present circumstances, the application site lies to the north of 322 Station Road and lies to the north of the East-South-East facing windows that serve the dual-aspect Living/Kitchen/Diners. Those windows do not therefore fall within the BRE sunlight criteria. In addition, although the Bedroom at each level within the Courtyard/Lightwell also faces East-South-East, the majority of the proposed development lies to the north of the midpoint of that window and that window serves a Bedroom rather than the principal Living Room.
- 6.5.30 The results of the technical analysis in the Daylight and Sunlight Report show that the quality of Daylight, Sunlight to 322 Station Road will remain above the recommended Design Standards for New-Build Dwellings from BS 8206 and the rooms will therefore continue to receive an adequate level of Daylight
- 6.5.31 The results of the daylight analysis for the habitable rooms in the proposed “new” development at 320 Station Road also demonstrates that those rooms will also achieve the recommended Design Standards for New-Build Dwellings and the future occupants of those rooms will therefore enjoy an adequate level of daylight amenity.
- 6.5.32 Based on the above, it is considered that the proposed development will not result in any significant breach or transgression of the accepted Design Guidance for impact on existing neighbouring new dwellings and the proposed “new” dwellings in the development itself will meet the required Design Standards. As such, the proposal would satisfy the Council’s design guidance and policy standard.

- 6.5.33 At ground floor, the proposed replacement building would project approximately 2m beyond the rear of No. 322 and by 1.9m at the upper floors taking into account the balconies. The proposed building would have its flank wall project approximately 2m beyond the main rear wall of the dwellings at No. 322 which contains full height habitable room windows. However, this arrangement will not breach the 45° line-of-sight from the windows due to their setting and orientation. The balconies of the proposed flats have been set in from the shared boundary with No. 322 to ensure adequate outlook from its rear facing flats.
- 6.5.34 It is therefore considered that the proposed development would not unacceptably harm the amenity of existing occupiers of the property known as 322 Station Road.
- 6.5.35 To the rear of the site is Platinum House, which has balconies and habitable windows facing towards the application site. However, it is considered that the proposed height and proximity of the development, being some 18m to the east of Platinum House, would ensure that it would not result in a loss of light or outlook. Whilst it is noted that the proposed development would have rear facing balconies and would introduce some overlooking between the two properties, this is a similar relation to the existing situation at the Time Building No. 314 Station Road and No.322. Furthermore, it is considered that the distance of 18m would be an acceptable relationship between the properties given this central, town centre location.
- 6.5.36 As mentioned previously, the proposed development would result in further habitable windows fronting onto Station Road, where it is noted that there are shops with residential units above on the opposite side of the road. Again, the relationship across the Station Road would be considered to be acceptable in this town centre location. Residential occupiers opposite the application site would continue to have an acceptable outlook, access to light, and not be unacceptably impacted upon in terms of privacy and overlooking.

Conclusion

- 6.5.37 Overall and subject to conditions, the proposed development is considered on balance to be acceptable in terms of the living conditions of neighbouring occupiers, and would meet the policy objectives of the relevant Development Plan policies

6.6 Traffic, Parking, Access, Servicing and Sustainable Transport

- 6.6.1 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.

- 6.6.2 The application site proposes 6 further residential units, with a marginally reduced commercial floor space on the ground floor. The application has a Public Transport Accessibility Level of 6, which is excellent. As such, it is considered that the provision of one car parking space for the development, in this location would be acceptable. Furthermore, it is noted that the application site is located within a non-permit area, which results in residential occupiers not being able to apply for obtain resident parking permits. As a consequence, a car free scheme is acceptable in this location. However, due to the pressure on residents parking permit in the Harrow Centre and locality, a s106 agreement restricting parking permit for future occupants of the units is recommended. Accordingly, it is considered that the quantum of parking for the proposed development in this location, being one, would be acceptable.
- 6.6.3 The proposed development would provide 12 secure cycle storage spaces within the ground floor of the development. These would be accessed via the rear access to the residential. This location and quantum are considered to be acceptable for the residential space. The proposed commercial use on the ground floor would require one short stay and one long stay space. Whilst it is noted that the proposed plans do not specifically show where this would be located, there is sufficient space on site to provide for this quantum. Accordingly, a condition is included for details to be submitted for approval by the Local Planning Authority.

Refuse storage

- 6.6.4 The waste for each of the residential and commercial elements would be separate, and accessed via the rear elevation of the property. The proposed arrangements and access points are considered to be acceptable

Flood Risk and Development

- 6.7.1 The site is not located within a flood zone. However, is located within a Critical Drainage Area and given the potential for the site to result in higher levels of water discharge into the surrounding drains, could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall.
- 6.7.2 The Flood Authority has reviewed the proposal and does not raise as objection to it. However, the proposed development would be required to submit further information in relation to connections from the site to Thames Water Connections within the public realm. Furthermore, details in relation to Floodwater Disposal, Surface Water Disposal and Storm Water Attenuation would need to be provided. However, the Drainage Authority consider that subject to safeguarding conditions requiring this information prior to commencement, the scheme would be broadly acceptable and would not

result in flood risk within the area.

- 6.7.3 Subject to safeguarding conditions the development would accord with National Planning Policy, The London Plan policy 5.12.B/C/D, and policy DM10 of the DMP

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The principle of providing a mixed use development with commercial on the ground floor with residential above on the application site is considered to be acceptable in principle. 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. And considering its sitting and context in this section of the streetscene, 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. Considering the site constraints, the building has been designed not to prejudice future development of adjoining site while still ensuring a viable urban design concept for this section of the street and town centre.
- 7.2 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.
- 7.3 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 Plans and documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: A-01; A-02; A-03; A-04; A-10 rev. D; A-11 rev. C; A-12 rev. C; A-13 rev. C; A-14 rev. A; Design & Access Statement dated 28 November 2018 and Daylight and Sunlight Report dated 5th November 2018.

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

3 Construction Management Plan

Notwithstanding the information submitted, no development shall take place, including any works of demolition, until a Construction Method 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
- vi. the creation and maintenance of security hoarding

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

4 Site Levels

No site works or development shall commence 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. The development shall be carried out in accordance with the details so agreed.

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

5 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

6 Materials

Notwithstanding the details shown on the approved plans, the development hereby permitted shall not proceed above ground floor damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below (but not limited to) have been submitted to, and approved in writing by, the local planning authority:

- a: All external appearance of the building
- b: Boundary treatment
- c: Ground treatment

The development shall be carried out 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.

7 Secure by Design

Prior to the first occupation of the development, the applicant shall apply for a Secured by Design Certification which shall be submitted and approved in writing by the local planning authority, or justification shall be submitted where the accreditation requirements cannot be met. Secure by design measures shall be implemented where practical and the development shall be retained in accordance with the approved details.

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

8 Communal Television Equipment

Prior to the construction of the building hereby approved on site beyond damp course level, additional details of a strategy for the provision of communal facilities for television reception (eg. 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 Window Detail

Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not progress beyond 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.

10 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 elevations of the buildings hereby approved.

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

11 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.

12 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/pavingfrontgardens>.

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

13 Restriction to Telecommunication Items

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.

14 Accessibility

The development hereby permitted shall be constructed to include 90 per cent of the new homes to meet Building Regulations requirement Part M M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting Building Regulations requirement Part M M4(3) 'wheelchair user dwellings' and thereafter retained in that form..

REASON: To ensure that the development is capable of meeting 'Accessible and Adaptable Dwellings' standards in accordance with policies 3.5 and 3.8 of The London Plan (2016), policy CS1.K of The Harrow Core Strategy (2012) and policies DM1 and DM2 of the Development Management Policies Local Plan (2013)..

15 Delivery & Service Plan

Prior to the occupation of the development hereby permitted, a full Delivery and Service Plan shall be submitted to and approved in writing by the Local Planning Authority. The Delivery and Service Plan thereby approved shall be adhered to thereafter.

REASON: To ensure that the development does not harm the safety and free flow of the public highway.

Removal of Permitted Development Rights

- 16 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.

Opening Hours

- 17 The use hereby permitted shall not be open to customers outside the following times:-
10.30 hours to 23.00 hours, Monday to Saturday inclusive, and 10.30 hours to 22.30 hours on Sundays, without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents

Restriction of Use

- 18 The groundfloor unit of the development hereby approved shall only be used for the purpose of Classes A1/A2/A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or with or without modification).

REASON: To maintain the viability and vitality of the Town Centre and to safeguard the amenity of neighbouring residents.

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):

2.13 Opportunity Areas and Intensification Areas

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

5.12 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

7.8 Heritage Assets and Archaeology

Draft The London Plan (2017)

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

CS2 Harrow and Wealdstone

Harrow & Wealdstone Area Action Plan (2013)

AAP1 Development within Harrow town centre

AAP2 Station Road

AAP4 Achieving a High Standard of Development throughout the Heart of Harrow

AAP5 Density and Use of Development

AAP6 Development Height

AAP13 Housing within the Heart of Harrow

AAP19 Transport, Parking and Access within the Heart of Harrow

Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development

DM2 Achieving Lifetime Neighbourhoods

DM12 Sustainable Design and Layout
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 with pre-application advice

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3 Mayor CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £29,880.00 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 £29,880.00 plus indexation for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 498m²

You are advised to visit the [planningportal](http://www.planningportal.gov.uk) 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: £49,800.00 plus indexation.

5 CONSIDERATE CONTRACTOR CODE OF PRACTICE

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

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 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

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

8 SUSTAINABLE URBAN DRAINAGE

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as

opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information.

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.

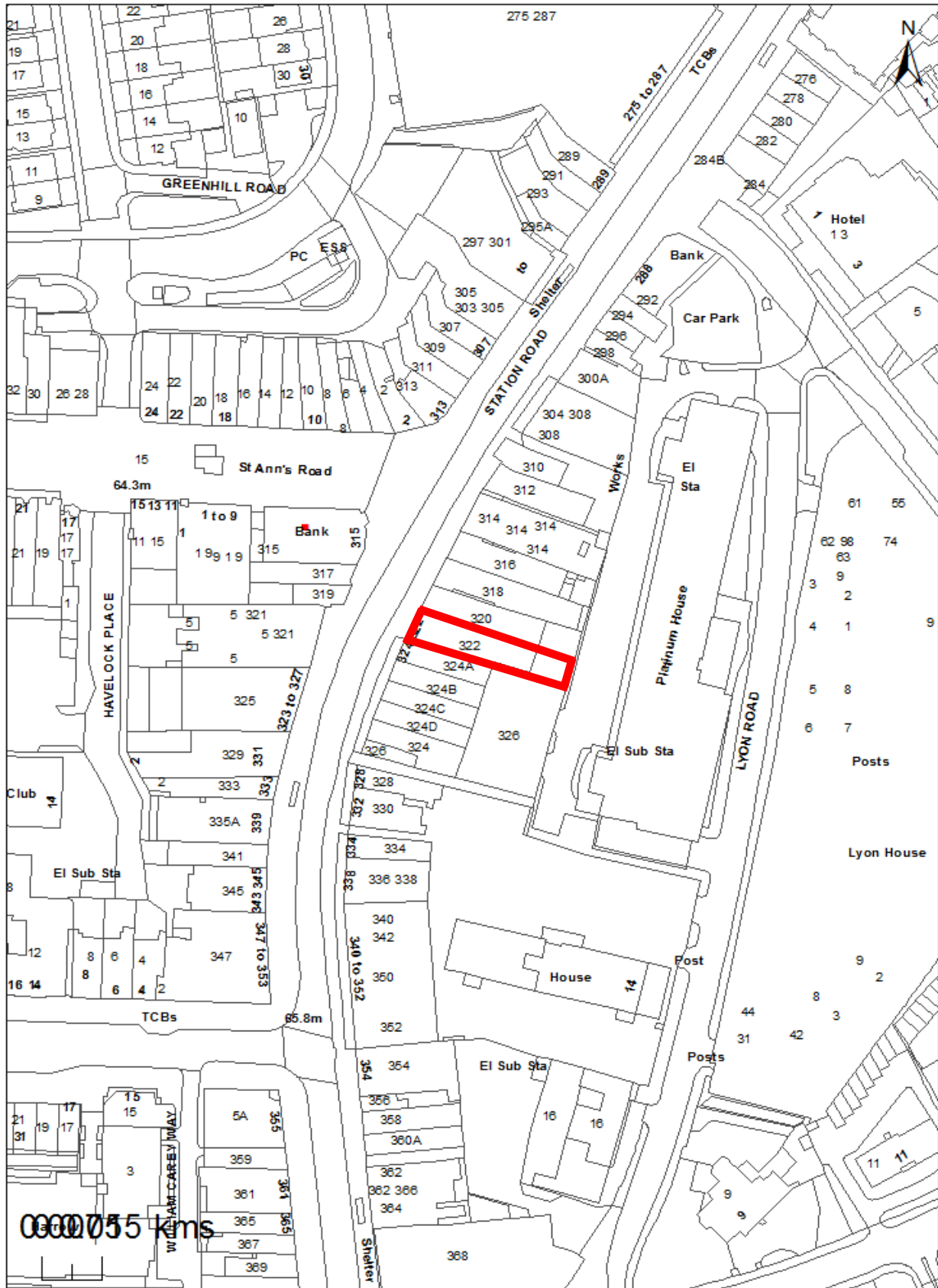
You can apply for SNN by contacting technicalservices@harrow.gov.uk or on the following link.

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

Checked:

Interim Chief Planning Officer	Beverley Kuchar	Yes
Corporate Director	Paul Walker	Yes

APPENDIX 2: SITE PLAN



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 DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)
 Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



APPENDIX 3: SITE PHOTOGRAPHS







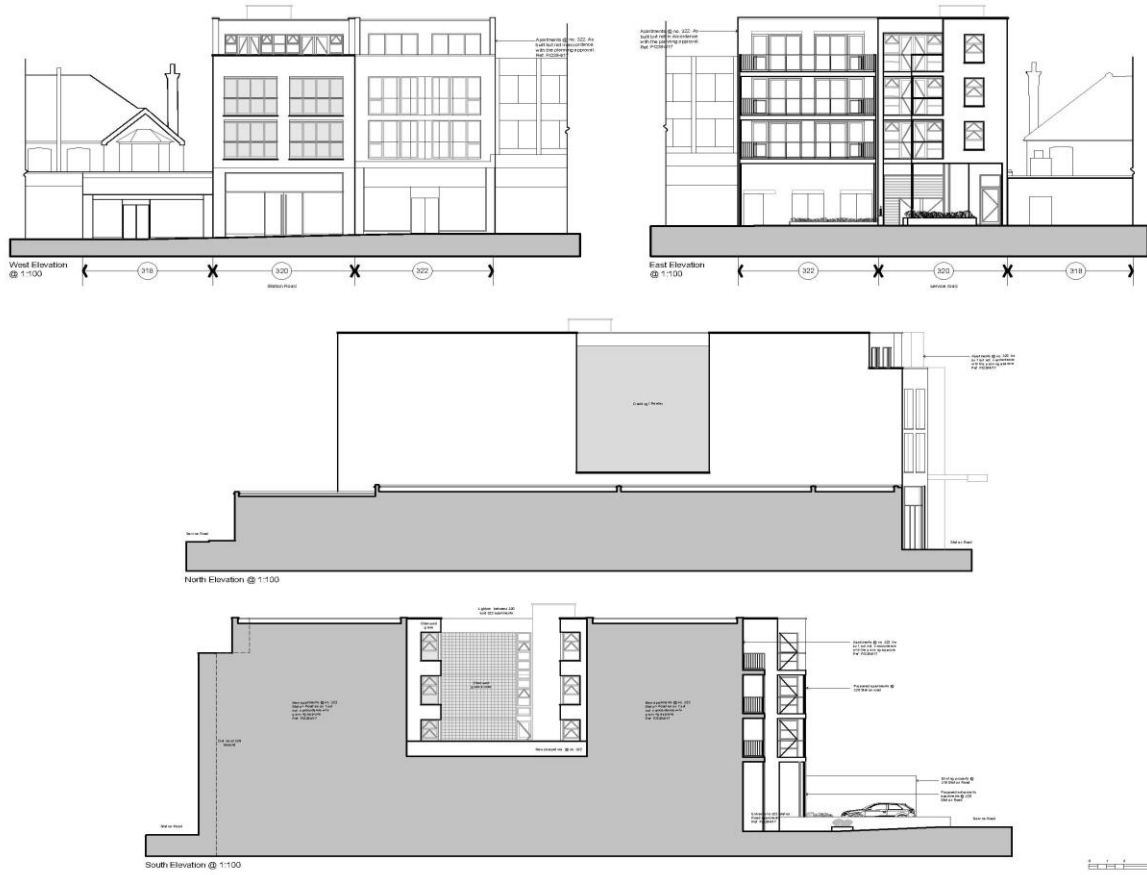
APPENDIX 4: PLANS AND ELEVATIONS



Ground, Mezzanine and 1st Floor Plan



2nd and 3rd Floor Plan



Elevation

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