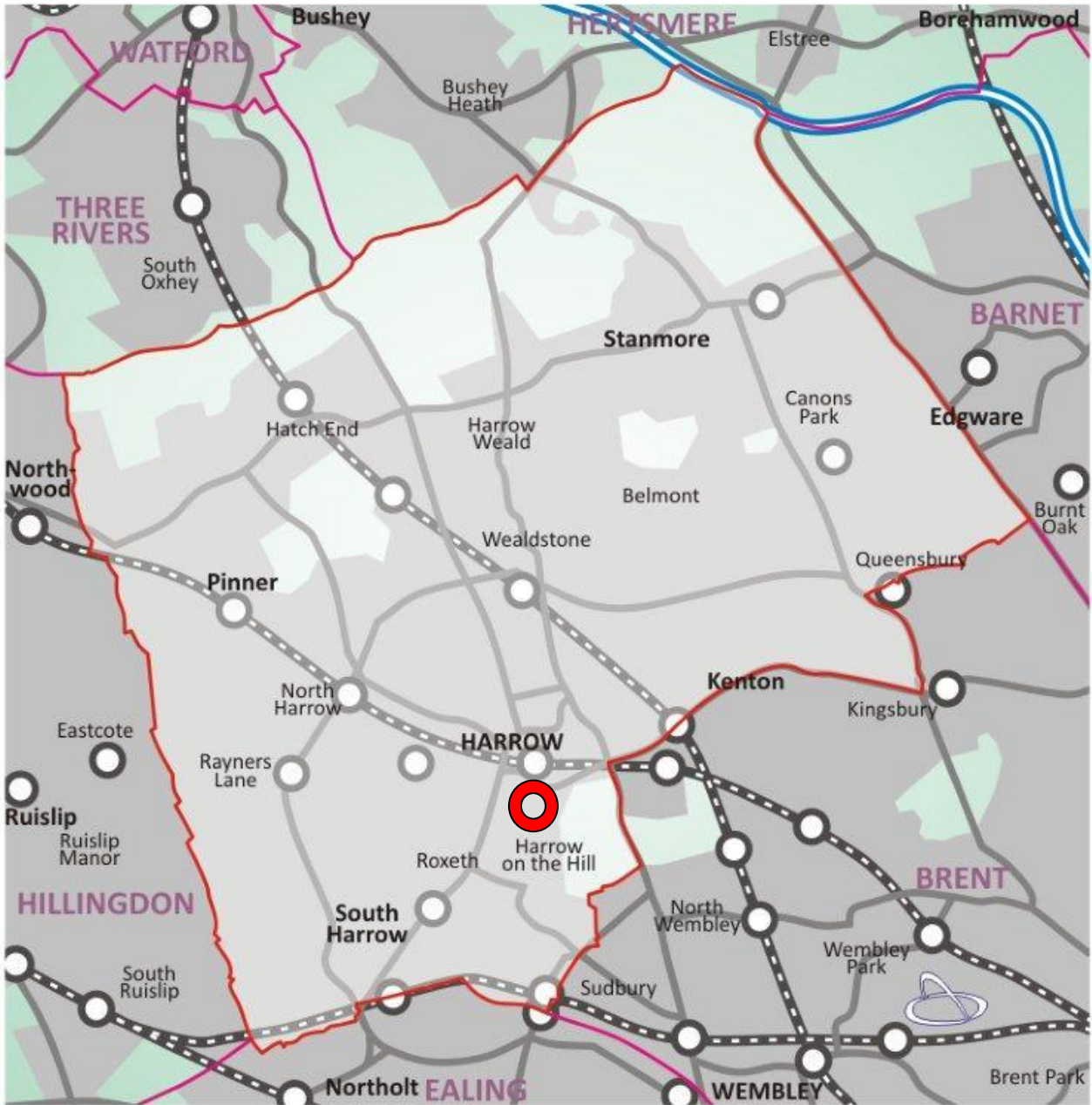
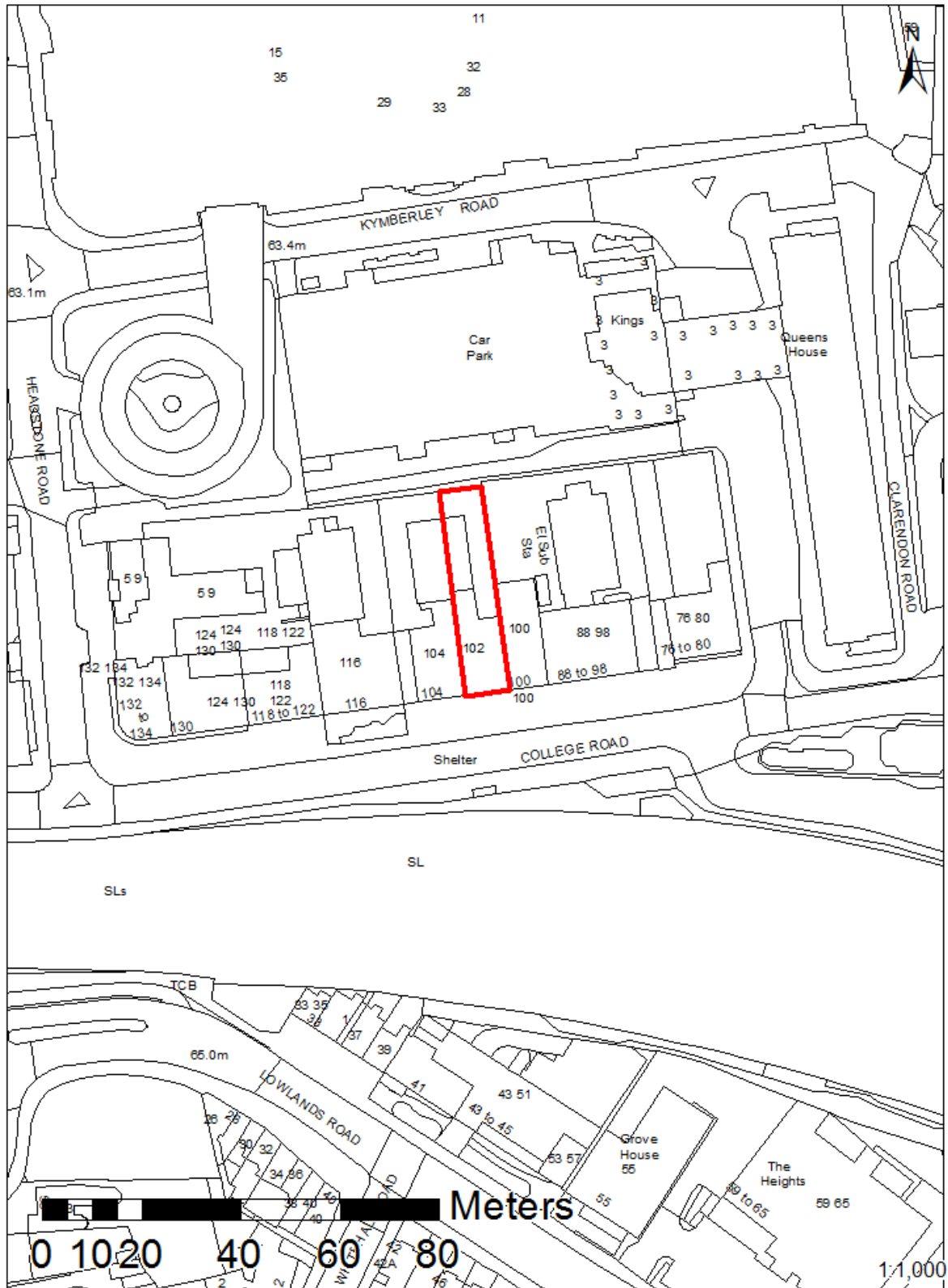


 = application site



Ferrari House 102 College Road Harrow, HA1 1BQ	P/0587/18
---	------------------

Ferrari House, 102 College Road HA1 1BQ



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. London Borough of Harrow LA.100019206. 2019. DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2019)



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

22ND MAY 2019

APPLICATION NUMBER: P/0587/18
VALIDATE DATE: 02/03/2018
LOCATION: FERRARI HOUSE, 102 COLLEGE ROAD, HARROW
HA1 1ES
WARD: GREENHILL
POSTCODE: HA1 4QW
APPLICANT: DANDI HARROW REGENERATION LIMITED
AGENT: DANDI LIVING LTD
CASE OFFICER: RAPHAEL ADENEGAN
EXPIRY DATE: 31/05/2019 (Extension of Time)

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.

Removal of “Local Goods and Services” and “Local Labour clause” from Heads of Terms (*Third floor rear extension and creation of fourth floor to accommodate 11 unit HMO single occupancy units over extended third and fourth floors with communal kitchen/dining area*)

The original committee report (approved in May 2018) can be found in the appendices.

The Planning Committee is asked to:

RECOMMENDATION A

- 1) agree the reasons for removal of and change to the heads of terms as set out this report; and
- 2) grant planning permission subject to authority being delegated to the Interim Chief Planning Officer in consultation with the Director of Legal and Governance Services for the completion of the 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; and
- Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

RECOMMENDATION B

That if the Section 106 Agreement is not completed by 31 May 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 and Planning 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).

REASON FOR THE RECOMMENDATIONS

The inclusion of the clauses in the original heads of terms was an anomaly taken into account the type of development, and in particular, the only reason for the s106 agreement, which is restriction of access to residents parking permit. The removal of the two clauses from the original head terms as recommended would not have any undue bearing on the acceptability of the proposed scheme in terms of Highways matters.

INFORMATION

This application is reported to Planning Committee as the proposed development creates more than 6 residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	Minor Dwelling
Council Interest:	None
GLA Community	£9,275
Infrastructure Levy (CIL)	
Contribution (provisional):	
Local CIL requirement:	£14,575

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	Ferrari House 102 College Road Harrow, HA1 1BQ	
Applicant	Dandi Harrow Regeneration Limited	
Ward	Greenhill	
Local Plan allocation	N/A	
Conservation Area	N/A	
Listed Building	N/A	
Setting of Listed Building	N/A	
Building of Local Interest	N/A	
Tree Preservation Order	None	
Other	N/A	
Housing		
Density	Proposed Density hr/ha	N/A
	Proposed Density u/ph	N/A
	PTAL	6a
	London Plan Density Range	150-200
Dwelling Mix	Studio (no. / %)	0
	1 bed (no. / %)	0
	2 bed (no. / %)	0
	3 bed (no. / %)	0
	4 bed (no. / %)	0
	HMO en-suit	11 / 100%

	Overall % of Affordable Housing	N/A
	Comply with London Housing SPG?	N/A
	Comply with M4(2) of Building Regulations?	Condition attached
Transportation		
Car parking	No. Existing Car Parking spaces	3
	No. Proposed Car Parking spaces	1
	Proposed Parking Ratio	0:33
Cycle Parking	No. Existing Cycle Parking spaces	N/A
	No. Proposed Cycle Parking spaces	14
	Cycle Parking Ratio	2:1
Public Transport	PTAL Rating	6a
	Closest Rail Station / Distance (m)	Harrow on the Hill Station (160m) Metropolitan Line & Chiltern Railway Services.
	Bus Routes	Harrow-on-the Hill Bus Stop; 114, 140, 182, 183, 186, 256, 340, 395, H9 & H10, H14, H17 and H18 & H19 (10 - 160m)
Parking Controls	Controlled Parking Zone?	Yes
	CPZ Hours	8.30am to 6.30pm (Mon-Sat)
	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	Purpose built bin storage to rear
Sustainability / Energy		
BREEAM Rating		N/A
Development complies with Part L 2013?		Condition Added
Renewable Energy Source / %		N/A

PART 2: ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 This application relates to a four-storey mid-terrace, commercial building located on the northern side of College Road.
- 1.2 Although the building has a Prior Approval for 25 studio flats, this has not been implemented as evident from officer site visit. The building is currently in use as a Class B1 office.
- 1.3 3 parking spaces are located to the front and 7 parking spaces are located to the rear of the building. No cycle parking has been demonstrated on the existing plans.
- 1.4 Waste storage is also located at the rear of the building.
- 1.5 The site is located within the Harrow town centre and has a public transport accessibility level (PTAL) of 6a.
- 1.6 The site is located within a critical drainage area.

2.0 PROPOSAL

- 2.1 The Planning Committee resolved to grant planning permission on 30th May 2018, subject to s106 agreement, for the erection of rear extension at third floor level over existing two-storey rear outrigger and an additional 4th floor above the existing building to provide 11 one bedroom HMO units, each with an en-suite bathroom.

The case is being re-presented to the Planning Committee to allow the removal of the last two clauses in the original Heads of Terms below:

- 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;
- Local Goods and Services; and
- Local Labour clause.

3.0 **RELEVANT PLANNING HISTORY**

3.1 A summary of the relevant planning application history is set out in the table below:

Ref no.	Description	Status and date of decision
P/4164/15	Prior approval for conversion of offices (class B1a) to 25 self-contained flats (class C3) (prior approval of transport & highways impacts of the development and of contamination risks and flooding on the site)	Granted: 29/10/2015
P/5573/15	Third floor rear extension and creation of fourth floor for B1 office use; cycle and bin storage.	Grant: 24/02/2016
P/0587/18	Third floor rear extension and creation of fourth floor to accommodate 11 unit HMO single occupancy units over extended third and fourth floors with communal kitchen/dining area	30/05/2018 subject s106 agreement. This agreement is yet to be signed.

4.0 POLICIES

4.1 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.'

4.2 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.

4.3 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].

4.4 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.

4.5 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).

4.6 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.

5.0 APPRAISAL

5.1 Two clauses were inadvertently included in Recommendation A (2) in the Heads of Terms. The clauses are:

- Local Goods and Services; and
- Local Labour clause.

5.1.1 The planning permission granted in May 2018 with a s106 agreement which restricts future occupants of the development from obtaining residents parking permit. The inclusion of the clauses listed above was an anomaly taken into account the type of development, and in particular, the only reason for the s106 agreement, which is restriction of access to residents parking permit.

5.1.2 For the reason stated above, Members are request to grant the removal of the clauses from the head of terms as contained in the permission of May 2018 so as to progress the formal signing of the s106 agreement. The new heads of terms is as follows:

- 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; and
- Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

6.0 **CONCLUSION**

6.1 It is considered that the removal of the two clauses from the original head terms as recommended would not have any undue bearing on the acceptability of the proposed scheme in terms of Highways matters. It will still remain consistent with the regeneration aspirations of the opportunity area. Accordingly, the development would accord with development plan policies and is recommended for approval.

Checked:

Interim Chief Planning Officer	Beverley Kuchar	8/5/19
Corporate Director	Paul Walker	9/5/19

APPENDIX 1: SITE PLAN

PROJECT DESCRIPTION
Rooftop Extension Sub-Structure
LOCAL AUTHORITY
Landscape-Harrow

PHASE OF PROJECT
Date: January 2018
STATUS:
P L A N N I N G

PROJECT TITLE
102 COLLEGE ROAD
PROJECT ADDRESS
102 College Road, London, Harrow, HA1 1BQ

DRAWING NUMBER:
A - 101
DRAWING TITLE
BLOCK SITE PLAN - AS EXISTING

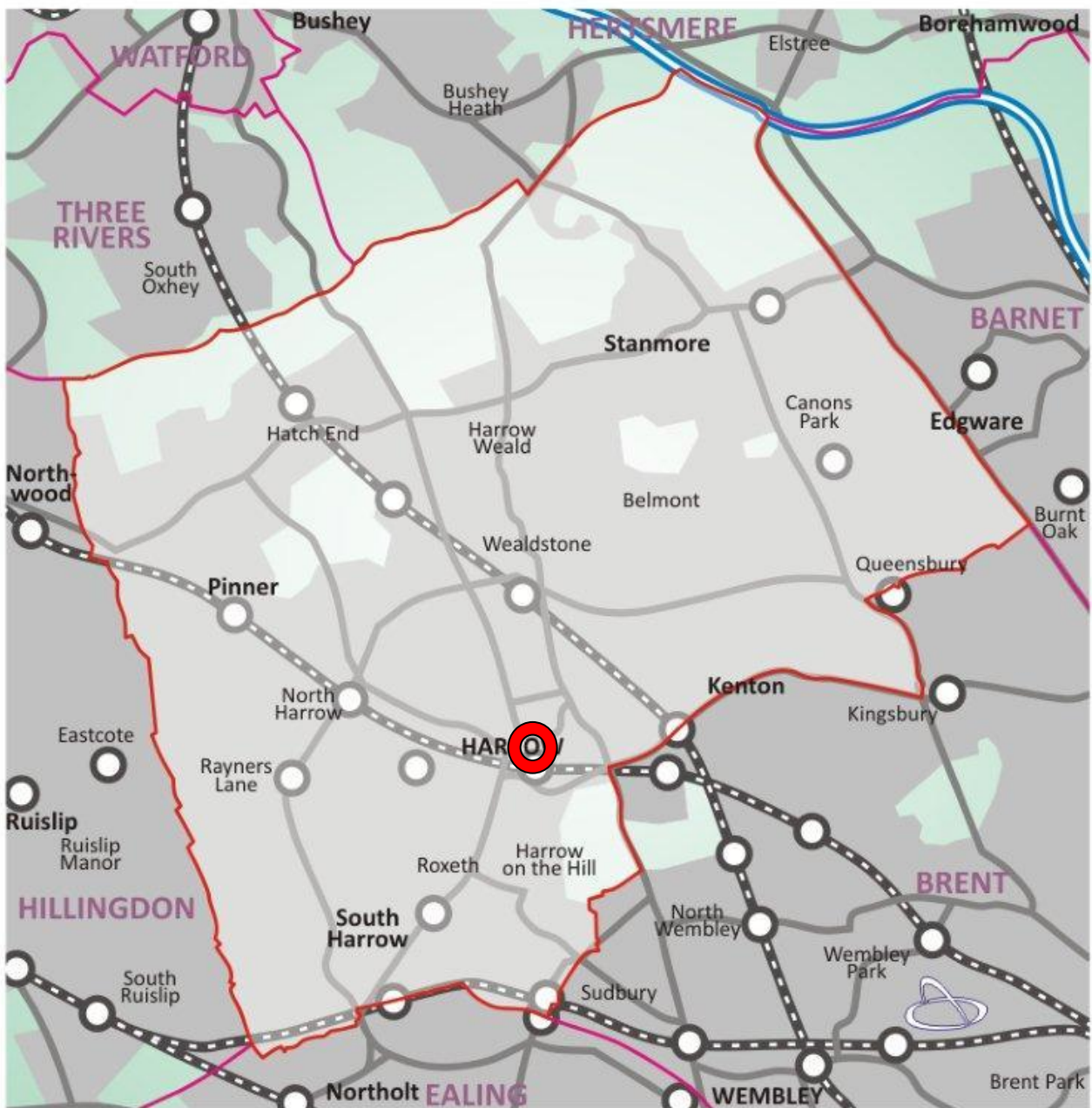
REVISION:
-



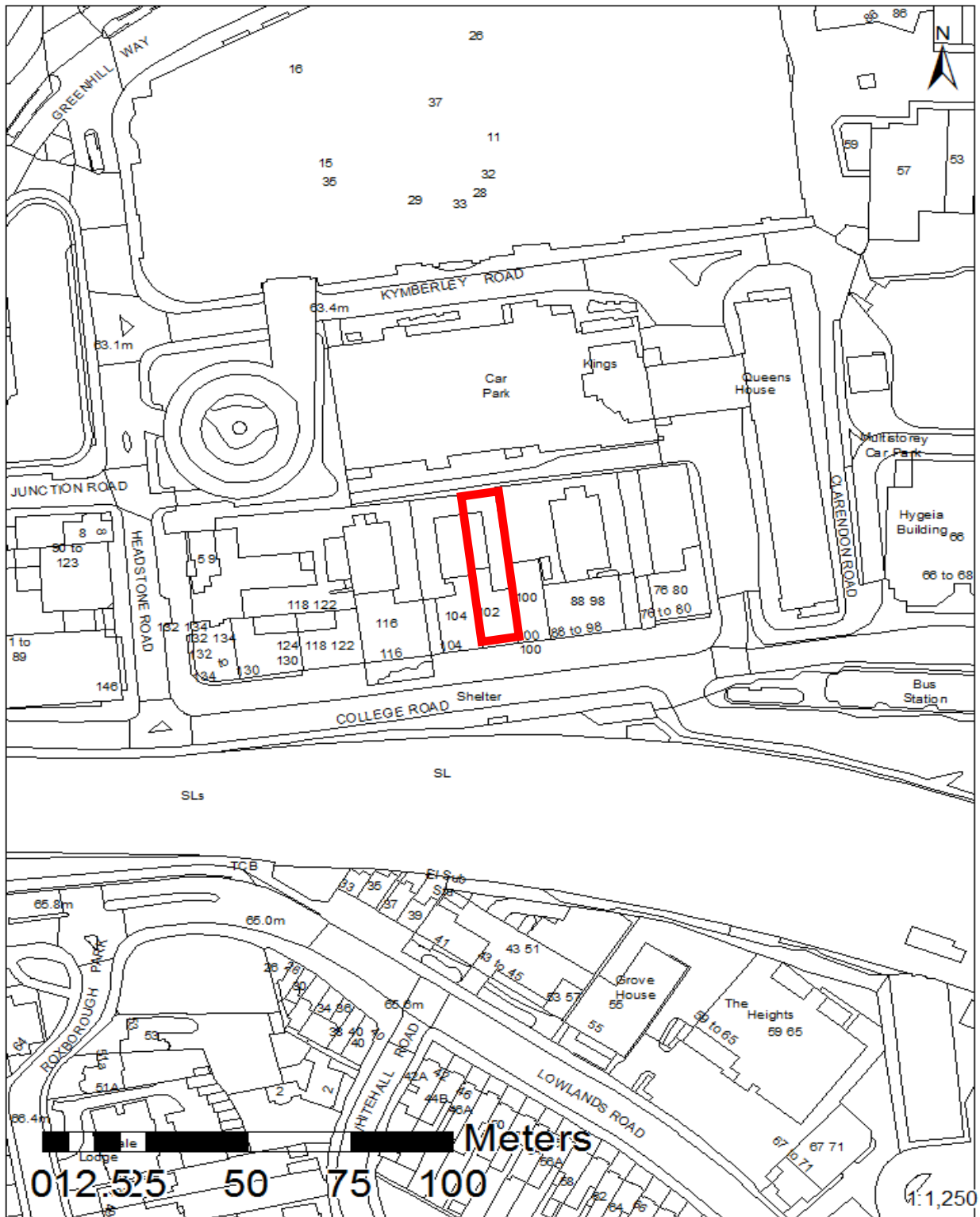
Appendix 2: PREVIOUS COMMITTEE REPORT

Agenda Item : 2/08

 = application site



Ferrari House, 102 College Road, Harrow	P/0587/18
--	------------------



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. London Borough of Harrow LA.100019206. 2017. DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2017)



Ferrari House, 102 College Road, Harrow **P/0587/18**

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

30th May 2018

APPLICATION NUMBER: P/0587/18
VALIDATE DATE: 02/03/2018
LOCATION: FERRARI HOUSE, 102 COLLEGE ROAD, HARROW
WARD: GREENHILL
POSTCODE: HA1 4QW
APPLICANT: DANDI HARROW REGENERATION LIMITED
AGENT: DANDI LIVING LTD
CASE OFFICER: RAPHAEL ADENEGAN
EXPIRY DATE: 27/04/2018

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.

Third floor rear extension and creation of fourth floor to accommodate 11 unit HMO single occupancy units over extended third and fourth floors with communal kitchen/dining area

The Planning Committee is asked to:

RECOMMENDATION A

- 1) agree the reasons for approval as set out this report; and
- 2) grant planning permission subject to authority being delegated to the Divisional Director of Regeneration, Enterprise and Planning 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;
 - Local Goods and Services; and
 - Local Labour clause

RECOMMENDATION B

That if the Section 106 Agreement is not completed by 31 August 2018, or as such extended period as may be agreed by the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Chair of the Planning Committee, then it is recommended to delegate the decision to REFUSE planning permission to the Divisional Director of Regeneration, Enterprise and Planning 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).

REASON FOR THE RECOMMENDATIONS

The proposed scheme seeks to provide 11 residential accommodation/rooms. The proposed residential units would contribute to a strategically important part of the housing stock of the Borough, in accordance with paragraph 3.55 of the London Plan (2016). The proposed development would have a satisfactory impact on the character of the area, the amenities of existing neighbouring occupiers and future occupiers of the development.

INFORMATION

This application is reported to Planning Committee as the proposed development creates more than 6 residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	Minor Dwelling
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£9,275
Local CIL requirement:	£14,575

HUMAN RIGHTS ACT

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

EQUALITIES

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 CRIME & DISORDER ACT

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

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

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

LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

OFFICER REPORT

PART 1: Planning Application Fact Sheet

The Site	
Address	Ferrari House 102 College Road Harrow, HA1 1BQ
Applicant	Dandi Harrow Regeneration Limited
Ward	Greenhill
Local Plan allocation	N/A
Conservation Area	N/A
Listed Building	N/A
Setting of Listed Building	N/A
Building of Local Interest	N/A
Tree Preservation Order	None
Other	N/A

Housing		
Density	Proposed Density hr/ha	N/A
	Proposed Density u/ph	N/A
	PTAL	6a
	London Plan Density Range	150-200
Dwelling Mix	Studio (no. / %)	0
	1 bed (no. / %)	0
	2 bed (no. / %)	0
	3 bed (no. / %)	0
	4 bed (no. / %)	0
	HMO en-suit	11 / 100%
	Overall % of Affordable Housing	N/A
	Comply with London Housing SPG?	N/A
Comply with M4(2) of Building Regulations?	Condition attached	

Transportation		
Car parking	No. Existing Car Parking spaces	3
	No. Proposed Car Parking spaces	1
	Proposed Parking Ratio	0:33
Cycle Parking	No. Existing Cycle Parking spaces	N/A
	No. Proposed Cycle Parking spaces	14
	Cycle Parking Ratio	2:1
Public Transport	PTAL Rating	6a
	Closest Rail Station / Distance (m)	Harrow on the Hill Station (160m) Metropolitan Line & Chiltern Railway Services.
	Bus Routes	Harrow-on-the Hill Bus Stop; 114, 140, 182, 183, 186, 256, 340, 395, H9 & H10, H14, H17 and H18 & H19 (10 - 160m)
Parking Controls	Controlled Parking Zone?	Yes
	CPZ Hours	8.30am to 6.30pm (Mon-Sat)
	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	Purpose built bin storage to rear

Sustainability / Energy	
BREEAM Rating	N/A
Development complies with Part L 2013?	Condition Added
Renewable Energy Source / %	N/A

PART 2 : Assessment

1.0 SITE DESCRIPTION

- 1.1 This application relates to a four-storey mid-terrace, commercial building located on the northern side of College Road.
- 1.2 Although the building has a Prior Approval for 25 studio flats, this has not been implemented as evident from officer site visit. The building is currently in use as a Class B1 office.
- 1.3 3 parking spaces are located to the front and 7 parking spaces are located to the rear of the building. No cycle parking has been demonstrated on the existing plans.
- 1.4 Waste storage is also located at the rear of the building.
- 1.5 The site is located within the Harrow town centre and has a public transport accessibility level (PTAL) of 6a.
- 1.6 The site is located within a critical drainage area.

2.0 PROPOSAL

- 2.1 Planning permission is sought for the erection of rear extension at third floor level over existing two-storey rear outrigger and an additional 4th floor above the existing building to provide 11 one bedroom HMO units, each with an en-suite bathroom.
- 2.2 The building was granted planning permission ref. P/5573/15 in February 2015 for identical extension for office use.
- 2.3 The proposed extensions would provide approximately 248sq.m of additional floorspace.
- 2.4 The proposed third floor aspect would extend from the rear wall of the existing 3rd floor element and would measure approximately 18.8m long and 4.8m wide.
- 2.5 The proposed fourth floor would take the form of an L-shape, same as the existing building, and would be setback 3.0m from the front elevation of the original building and would add an additional 3.3m to the height of the building. It would measure approximately 9.2m wide and 34m long.
- 2.6 The proposal includes the installation of a window in the eastern flank of the rear stairwell, at third floor level.
- 2.7 Each of the 11 rooms would be en-suite.
- 2.8 A communal kitchen, dining and lounge area would be provided, measuring 42m².

- 2.9 The additional floor would be accessed via a centrally located lift and stairwell and an additional stairwell at the rear of the building.
- 2.10 Proposed materials would include brickwork to match existing.
- 2.11 The proposal includes an additional 14 bicycle parking spaces.
- 2.12 The capacity of the existing refuse and recycling storage area would be increased to accommodate the additional units.

3.0 RELEVANT PLANNING HISTORY

- 3.1 A summary of the relevant planning application history is set out in the table below:

Ref no.	Description	Status and date of decision
P/4164/15	Prior approval for conversion of offices (class B1a) to 25 self-contained flats (class C3) (prior approval of transport & highways impacts of the development and of contamination risks and flooding on the site)	Granted: 29/10/2015
P/5573/15	Third floor rear extension and creation of fourth floor for B1 office use; cycle and bin storage.	Grant: 24/02/2016

4.0 CONSULTATION

- 4.1 A total of 71 consultation letters were sent to neighbouring properties regarding this application.
- 4.2 The overall public consultation period expired on 06th April 2018.

4.3 Adjoining Properties

Number of letters Sent	71
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.4 No objections were received from adjoining residents.

4.5 Statutory and Non Statutory Consultation

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

Consultee	Summary of Comments	Officer Comments
LBH Highways	<p>This proposal is within an excellent PTAL location therefore the proposed car free arrangement is acceptable. The applicant indicates an intention to support a parking permit restriction which would need to be secured via section 106 agreement.</p> <p>Whilst we support the reduction in on-site car parking, it hasn't been demonstrated how this may affect the current occupiers. The rest of the development is not currently subject to a parking permit restriction therefore should residents who already make use of the existing car park find themselves unable to use it in the future; they are likely to seek parking provision elsewhere and will be entitled to apply for permits therefore conflicting with the car-free intentions for the site.</p> <p>We appreciate the submission of the travel plan and request that a</p>	Noted

	<p>full travel plan is secured by pre-occupation condition. The transport technical note appears to be incomplete.</p> <p>The proposed disabled parking spaces are welcomed however one space should have an active electric vehicle charging point rather than both having passive provision.</p>	
London Underground	London Underground Infrastructure Protection has no comment to make on this application.	Noted
LBH Environmental Health	No Comments Received	Noted
LBH Drainage	No Comments Received	Noted
LBH Planning Policy	No Comments Received	Noted

5.0 **POLICIES**

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

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

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

5.3 In this instance, the Development Plan comprises The London Plan 2016 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

5.4 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2017), as this will eventually replace the current London Plan (2016) when adopted and forms part of the development plan for the Borough.

- 5.5 The document has been published in draft form in December 2017. Currently, the Mayor of London is seeking representations from interested parties/stakeholders, before the draft Plan is sent to the Secretary of State for Examination in Public, which is not expected to take place until the summer of 2019. Given that the draft Plan is still in the initial stages of the formal process it holds very limited weight in the determination of planning applications.
- 5.6 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

6.0 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Character and Appearance of the Area
- Residential Amenity
- Traffic and Parking
- Accessibility

6.2 Principle of Development

- 6.2.1 The application site is located within the Harrow Metropolitan Town Centre and is identified as an intensification area as set out in the Harrow Core Strategy (2012) and The London Plan (2016). The detailed area plan is set out in the adopted Harrow and Wealdstone Area Action Plan (AAP) (2013) and therefore any redevelopment and changes of use proposed within this area will be considered against the policies contained within the AAP alongside the adopted Development Management Policies Local Plan (DMP) (2013).
- 6.2.2 The application site falls within the sub area of Harrow Town Centre as set out in the AAP. Whilst the site is not an allocated development site as defined within the adopted Site Allocations Local Plan (2013), the site is regarded as previously developed land for the purposes of the policies contained within the National Planning Policy Framework and the Harrow Core Strategy. The policies seek to redirect all new development within the Harrow and Development Opportunity Area, to town centres and to previously developed land in suburban area. On this basis, the proposal to redevelop this site for residential purposes is considered to be acceptable in principle.
- 6.2.3 Paragraph 50 of the National Planning Policy Framework (NPPF) (March 2012) states:
- 6.2.4 To deliver a wide choice of high quality homes, widen opportunity for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- a. Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community;
- b. Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand'.

6.2.5 Paragraph 3.55 of the London Plan (2016) identifies that shared accommodation or houses in multiple occupation are a strategically important part of London's housing offer, which meets distinct needs and reducing pressure on other elements of the housing stock. The 25 residential flats approved under the Prior Approval planning process to be provided in the building's existing four floors are being implemented at the time of assessing this application.

6.2.6 Policy DM30 of the DMP (2013) provides requirements for the proposals that result in the creation of properties into houses of multiple occupation. Specifically, it requires that a) there is good accessibility to local amenities and public transport; b) they accord with Accessible Homes Standards and provide satisfactory living conditions for the intended occupiers; and c) there will be no adverse impact on the amenity of the occupiers of neighbouring properties of the character of the area.

6.2.7 Considering the above, an 11 bedroom HMO at the application site is acceptable in principle, subject to compliance with the relevant London Plan policies; development plan policies and supplementary planning guidance which seeks to provide high quality residential development and protect the residential amenity of surrounding occupiers.

6.3 Character of the Area

6.3.1 The National Planning Policy Framework 2012 advises at paragraph 58 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 sets out the design principles that all boroughs should seek to ensure for all development proposals. Core Policy CS1.B states that all development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design. Policy DM 1 of the Development Management Policies Local Plan (2013) states that all development must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout or which would be detrimental to local character and appearance will be resisted.

6.3.2 Harrow and Wealdstone Area Action Plan, 2013 (AAP) Policies AAP1 and AAP4 of the AAP seeks to a high standard of development within the Harrow Town Centre and throughout the Heart of Harrow. Policy AAP1 states that development within all three sub areas of Harrow town centre will be required to strengthen its character, legibility and role as a Metropolitan Centre.

- 6.3.3 The subject site forms part of a parade of 1960s commercial buildings which are characterised by four and five storey construction with flat roofs with aligned ribbon windows. The adjoining building to the west (No.104) is four storeys in height and the adjoining building to the east (No. 100) is five storeys in height. The main materials used in the construction of the parade include white render and brickwork.
- 6.3.4 The application proposes to extend the subject building vertically with an additional storey. The additional storey would be 3.35m in height and would be setback 3.0m from the front elevation of the building, whilst continuing the other elevations vertically.
- 6.3.5 Policy AAP6(B) indicates that building heights should be of a scale consistent with the site's surroundings, having regards also to the need to achieve a high standard of development in accordance with Policy AAP4. While the buildings within this parade are generally four storeys in height, there is an emerging precedent for 5 storey buildings along this side of College Road, specifically, Nos. 86 and 118 College Road, which are both 5 storeys. Planning permission (P/5573/15, Granted 24/02/2016) was also granted for an additional storey at No. 102 College Road, the application property. The design and physical form of the extant 2016 scheme is identical to the current application. Furthermore, the surrounding area currently includes a maximum building height of 9 storeys with 20 storeys being built at 51 College Road
- 6.3.6 In light of the surrounding development, and specifically the neighbouring five storey building to the west, it is considered that the resulting progression in height and bulk from east to west would be acceptable in the context of the parade and would not be out of character with the pattern and proportions of established and emerging development.
- 6.3.7 The fenestration and materials would match that of the lower levels on all elevations. In this context, the proposed extension would respect the design, scale and proportions of the host building.

6.4 Residential Amenity for Future Occupiers

- 6.4.1 The London Plan policy 7.6B states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing. Policy DM1 (sub-sections C and D) of the Development Management Policies Local Plan (2013) requires all development to achieve a high standard of privacy and amenity. The adopted SPD 'Residential Design Guide' elaborates upon policy DM1 with detailed guidance aimed at balancing the right of a landowner to develop their property with the need to protect adjoining occupiers from development that would unduly harm their residential amenities.
- 6.4.2 The proposal features the formation of an 11 room HMO. In line with London Plan Minimum Space Standards, which is a minimum of 8sqm for a single person bedroom and a minimum of 12sqm for a two person bedroom, the proposal features 11 x two person rooms. This results in a potential of 22 occupiers within

11 rooms. As a result, the proposed development increase residential activity on the site, expressed through comings and goings taking into account the existing 25 studio flats within the host building. . Given the mixed character of the surrounding area, the location of the site within the town centre and the scale of the proposal, it is considered that the proposed development would not unacceptably exacerbate any existing levels of noise and disturbance experienced within the area. In this respect, any potential amenity impacts of the proposed development would be limited due to the scale and siting of the proposed extension.

- 6.4.3 To the west, the application property adjoins a four storey commercial building located at 104 College Road. This building includes a similar footprint to the application premises, whereby the main rear elevations align and a multilevel projecting element is provided towards the rear of the site with undercroft car parking. Prior approval has been granted to convert this building into 15 residential units (P/3723/15). In addition, a proposal (P/1824/17) for a rear extension and an additional floor to create seven flats has been permitted subject to s106 agreement.
- 6.4.4 To the east, the application site adjoins 100 College Road and the rear of is a multi-storey carpark. A Prior Approval (P/5345/15) has been granted for 4 flats on the 2nd and 3rd floor of No. 100. Planning permission (P/3252/17) has also been granted for a fifth floor for office B1 use. The proposed fifth floor (yet to be implemented) will not project as far as the rear outrigger of the proposed extension, and as such, no overbearing impact on the proposed accommodation would occur.
- 6.4.5 To the further east of the site is No. 88-98, a six-storey residential block approved via Prior Approval and planning permission. The flank of the rear outrigger aspect of the proposed extension containing the windows would be set approximately 17m from the flank of the rear outrigger of No. 88-98. This distance is considered sufficient to ensure the proposed accommodation would not be unduly impacted upon by way of overdominance by the development at No. 88-98. Considering the principal rear elevations of 104, 100, 88-98 and 102 College Road align and the approximately 17m separation distance between the rear outriggers at No. 88-98, no undue loss of light would occur.
- 6.4.6 Given the established character of the rear of these properties is generally characterised by servicing areas and car parking, it is considered that the residential occupiers of these buildings currently experience a limited level of outlook. Notwithstanding this, given the additional storey would extend vertically from the lower levels in materials to match the existing building, no further loss of visual amenity would result to the flank wall windows of No. 88-98.
- 6.4.7 Due to the conversion of the application property and neighbouring properties to residential units under Prior Approval, it is considered that some degree of mutual overlooking currently exists between the properties. It is not considered that the addition residential units would result in an undue harm to the privacy of the adjoining occupiers over and above the current situation.

6.4.8 Given the rear of the property adjoins Kings House car park, no loss of amenity would result in this respect.

6.4.9 Standard of Accommodation

6.4.10 Policy 3.5C of The London Plan specifies that Boroughs should ensure that, amongst other things, "new dwellings have adequately sized rooms and convenient and efficient room layouts". Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA's as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD. Policy DM26 of the DMP specifies that "proposals will be required to comply with the London Plan minimum space standards

6.4.11 Given that the development is HMO accommodation rather than self-contained private units, regards has been given to the standards provided within the London Plan Supplementary Planning Guidance, which requires the minimum area of a single bedroom to be 7.5sq.m, while a double or twin room should include a minimum area of 11.5sqm. In addition to this the Standards for Licensable Houses in Multiple Occupation requires that a single person unit (bedsit room) with kitchen facilities includes a minimum area of 13sqm.

6.5.12 The development includes the following:

Third floor

Bedroom	Type	Area (sq m)
1	Single room with ensuite	13.1
2	Single room with ensuite	12.4
3	Single room with ensuite	12.7
4	Single room with ensuite	14.5

Fourth floor

Room	Type	Area (sq m)
5	Single room with ensuite	13.1
6	Single room with ensuite	12.5
7	Single room with ensuite	12.45
8	Single room with ensuite	14.5
9	Single room with ensuite	13.85
10	Single room with ensuite	14.3
11	Single room with ensuite	14.1

6.5.13 All of the units would provide floorspace in excess of the 8m² required for a single occupant room, and all of the rooms would meet the requirement for double occupancy rooms. Considering the layout of the proposed development, the new accommodation would provide a highly useable layout.

6.5.14 The proposal includes a shared kitchen and dining area as well as a communal lounge, which has been designed to comply with Harrow's HMO Standards.

- 6.5.15 Discussions with the Licensing Department indicate that the total floor space proposed exceeds the minimum requirements and is therefore considered acceptable.
- 6.5.16 The proposal includes a shared kitchen and dining area, measuring 42m². The outlook from the northern section of that room is limited by a flank wall, approximately 3.7m from the windows serving section of the room. However, the kitchen area is illustrated adjacent to that wall, and the habitable, dining room section of the room would not be as limited by the existing development. As such it is considered that the most habitable section of that large room would receive an adequate level of light and outlook. The communal lounge would be approximately 23.4m².
- 6.5.17 In this context, it is considered that the proposed living accommodation is acceptable in terms of size and layout.
- 6.5.18 The proposal does not include any outdoor amenity space. However, it is considered that this would be acceptable given the fact that the majority of flats in this Town Centre location do not have access to private amenity space. Notwithstanding this, the application site is within walking distance of recreation grounds (Located off Roxborough Road and Lowlands Road).
- 6.5.19 Given the above, it is considered that the development would have no significant adverse implications for host and neighbouring residential amenities, and would accord with policies 7.4B and 7.6B of The London Plan (2016), policies DM1 and DM30 of the DMP and the Council's adopted Supplementary Planning Document 'Residential Design Guide (2010)' in that respect.

6.6 Traffic and Parking

- 6.6.1 Policy AAP 19 of the AAP also seeks to limit on site car parking and development proposals to support the use of sustainable modes of transport, in particular in areas that have a high level of public transport accessibility.
- 6.6.2 The application site is located within an area with a PTAL (Public transport Accessibility Level) of 6a, which is considered to be an excellent level of accessibility to public transport nodes and community facilities. Notwithstanding this, the surrounding area includes extensive parking controls. It is considered that a number of users will utilise the very good public transport links to the site. Accordingly, while the proposal would not introduce any additional parking spaces at the site, this is considered acceptable.
- 6.6.3 2 on-site parking spaces for blue badge drivers have been provided. This is a reduction of two from the provision in the Prior Approval scheme. This level of parking provision is considered acceptable due to the sustainable location of the application property, its proximity to local shopping area in the borough's main town centre and the tenure mix of the development site. However, the Council's Highways Engineers have raised concern about the reduction of available parking spaces as proposed and advised that restriction be put on the residents removing their rights to obtaining parking permit due to the shortfall in parking provision and

the high demand for permits in the locality. As such, a s106 agreement has been recommended in this regard to include the units approved under the prior approval consent. This is in addition to a travel plan condition.

6.6.4 The applicant has indicated that 14 cycle parking spaces would serve the additional units. The submitted plans demonstrate that these cycle spaces would be provided at the rear of the site, within an existing cycle parking area. It is proposed to make the existing 28 cycle parking spaces for the residential units approved under Prior Approval a 2-tier stand as opposed a 1-tier stand. No issues arise in this respect.

6.6.5 The proposed refuse and recycling storage would be increased to accommodate the additional units. The proposed provision is acceptable. The proposal complies with DMP: DM24.

6.7 Accessibility

6.7.1 Policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan (2016) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.

6.7.3 In addition to the above, Policy DM30 of the DMP (2013) which relates to houses of multiple occupation, requires that they accord with Accessible Homes Standards and provide satisfactory living conditions for the intended occupiers.

6.7.4 While the above policies require compliance with Lifetime Home Standards, in October 2015 these standards were replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'.

6.7.5 The access to the building is level and compliant with wheelchair requirements whilst the proposed units would share the existing stair and lift that will be extended to serve the proposed floors. Although 8 of the 11 rooms cannot be accessed by wheelchair users, it is considered that this inadequacy of the scheme does not warrant a refusal when weighed against the benefits the proposal brings in terms of mixed housing stock in the borough.

6.7.6 Notwithstanding the above, a condition of approval is required to ensure that the proposed development would meet regulation M4 (2) of the building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all.

6.7.7 The Mayor's Housing SPG (2016) states that the number of dwellings accessed from a single core should not exceed eight per floor, subject to dwelling size mix.

6.7.8 The Mayor's Affordable Housing and Viability SPG (2017) recognises that space standards are not prescriptive and that purpose built built-to-rent accommodation contributes to easing London's Housing needs. The SPG recognises that build-to-rent products are different to standard build-for-sale units and through this SPG

the Mayor seeks to provide more support and flexibility. Paragraph 4.33 of the SPG specifically states that the design standard relating to the number of homes per core per floor is a flexible design standard in the case of such accommodation.

- 6.7.9 It is considered that the dwelling mix would result in a lower level of use than an average housing scheme, which allows a greater number of units per core, and that the flexibility encouraged in the Mayor's Affordable Housing and Viability SPG (2017) should be given to the proposed scheme.
- 6.7.10 Accordingly, subject to compliance with a condition requiring that the proposed development meets regulation M4 (2) of the building Regulations, it is considered that the proposed accommodation would be satisfactory and as such would comply with the relevant policies.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 It is considered that the proposal would contribute to a strategically important part of the housing stock within the Borough and would make a positive contribution to the town centre environment, consistent with the regeneration aspirations of the opportunity area. The development would provide a good quality of accommodation for the occupiers of the property, whilst not unduly impinge on neighbouring amenities. Accordingly, the development would accord with development plan policies and is recommended for approval.

APPENDIX 1: Conditions and Informatives

Conditions

1 Timing

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

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

2 Approved Drawing and Documents

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

A-100, A-101, A-102, A-103, A-104, A-105, A-106, A-107, A-108, A-109, Location plan OS ref.:0100031673, A-201, A-202, A-203, A-204, A-205, A-207(proposed extension), A-207(proposed side elevation), A-208, A-209, A-210, Design and Access Statement; Flood Risk Assessment, titled 'FloodInsight', dated 26th March 2015; Management and Operation Statement, dated January 2018; Nosie Impact Assessment Report, dated 31/01/2018; Travel Plan, dated January 2018; Transport Assessment, dated 29th January 2018; Waste Management Statement, dated January 2018 – Received 12/02/2018.

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

3 Materials to Match

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

REASON: To safeguard the appearance of the locality

4 Refuse / Waste Strategy

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, in accordance with policies 7.4.B of The London Plan (2016) and policy DM1 of The Development Management Policies Local Plan 2013.

5 Part M Dwellings

The development hereby permitted shall be constructed to the specifications of: “Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings” of the Building Regulations 2013 and thereafter retained in that form.

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

6 Travel Plan

No building or use hereby permitted shall be occupied or the use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council in perpetuity.

REASON: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling

7 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.

8 Permitted Development

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

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

Informatives

1 **Policies**

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012)

The London Plan (2016):

7.3, 7.4, 7.6.

Draft London Plan (2017):

D1; D2; D3; D4; D5; H1; H2; SI13; T3; T5; T6.1.

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

Development Management Policies Local Plan 2013

DM1, DM10, DM22, DM26; DM30, DM42

Harrow Council HMO Standards (2016)

Supplementary Planning Documents

Mayors Supplementary Planning Guidance: Housing (2016)

Harrow Supplementary Planning Document: Residential Design Guide 2010

2 **Pre-application engagement**

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 **Mayoral CIL**

Please be advised that approval of this application by Harrow Council will attract a liability payment £9,275 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 £9,275 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 265m²

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: £14,575

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 Liability For Damage to Highway

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

9 Street 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

APPENDIX 2: SITE PLAN

PROJECT DESCRIPTION
Rooftop Extension For General Use

PHASE OF PROJECT
Date: January 2018

LOCAL AUTHORITY
London-Borough of Harrow

STATUS:
P L A N N I N G

PROJECT TITLE
102 COLLEGE ROAD

PROJECT ADDRESS
102 College Road, London, Harrow, HA1 1BQ

DRAWING NUMBER:
A - 101

REVISION:
-

DRAWING TITLE
BLOCK SITE PLAN - AS EXISTING



APPENDIX 3: SITE PHOTOGRAPHS







APPENDIX 4: PLANS AND ELEVATIONS

PROJECT DESCRIPTION
Rooftop Extension For General Use

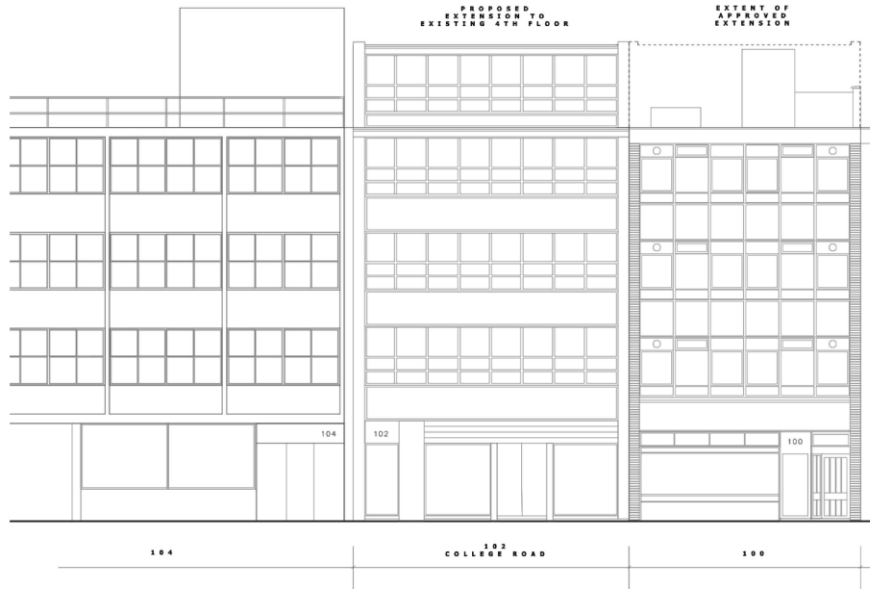
PHASE OF PROJECT
Date: January 2019
STATUS:
P L A N N I N G

PHASE OF PROJECT
Date: January 2019
STATUS:
P L A N N I N G

PROJECT TITLE
102 COLLEGE ROAD
PROJECT ADDRESS
102 College Road, London, Harrow, HA1 1BQ

DRAWING NUMBER:
A - 210
REVISION:
-
DRAWING TITLE
PROPOSED FRONT ELEV

P



PROPOSED FRONT ELEVATION

1:100 G A 3
0 1 2 3 4 5

PROJECT DESCRIPTION
Roof-top Extension for General Use

PHASE OF PROJECT
Date: January 2019
STATUS:
P L A N N I N G

LOCAL AUTHORITY
London Borough of Harrow

PHASE OF PROJECT
Date: January 2019
STATUS:
P L A N N I N G

PROJECT TITLE
102 COLLEGE ROAD
PROJECT ADDRESS
102 College Road, London, Harrow, HA1 1BQ

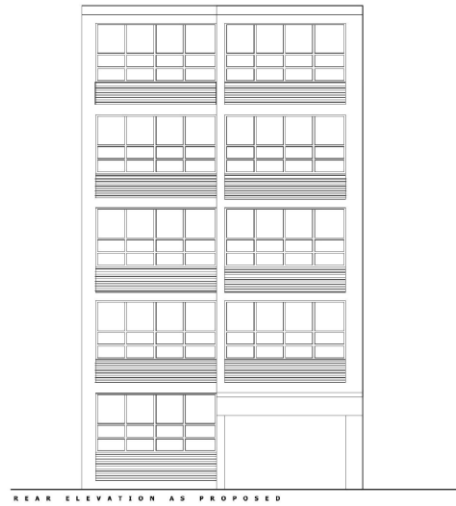
DRAWING NUMBER:
A - 208
DRAWING TITLE
EX & PROPOSED REAR ELEV

REVISION:
-

P



REAR ELEVATION AS EXISTING



REAR ELEVATION AS PROPOSED



PROJECT DESCRIPTION
Roof/2nd Extension Sui Generis Use

PHASE OF PROJECT
Date: January 2018

LOCAL AUTHORITY
London Borough of Harrow

PHASE OF PROJECT
Date: January 2018

PROJECT TITLE
102 COLLEGE ROAD

STATUS:
P L A N N I N G

PROJECT ADDRESS
102 College Road, London, Harrow, HA1 1BQ

DRAWING NUMBER:
A - 207

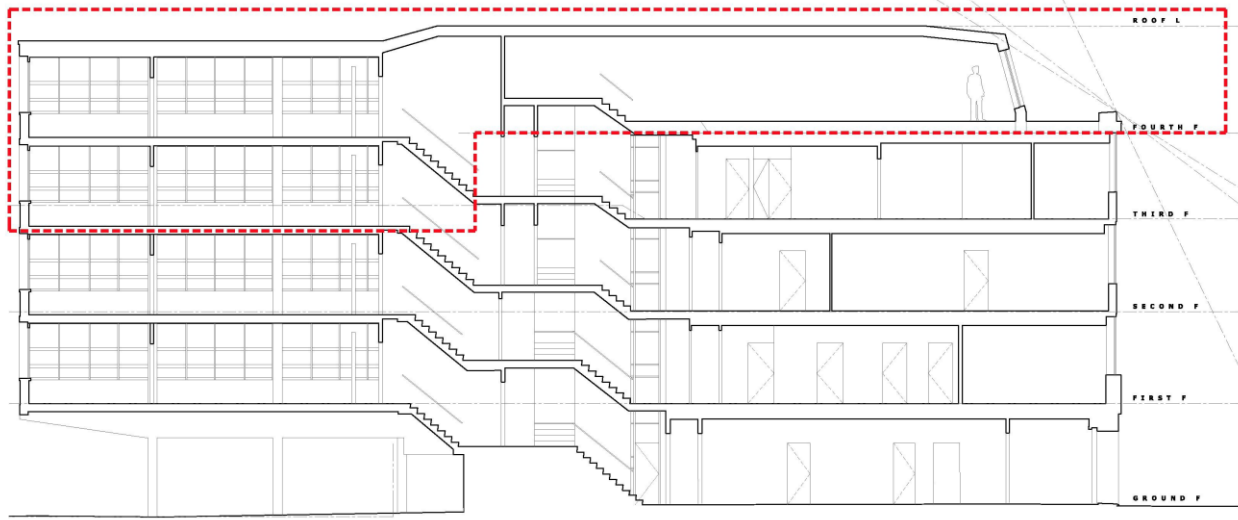
REVISION:
-

DRAWING TITLE
PROPOSED EXTENSION

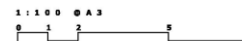
EXTENT: SCALE AND DESIGN OF
EXTENSION IDENTICAL TO THE ONE
APPROVED BY P/5572/15



EXTENT, SCALE AND DESIGN OF
EXTENSION IDENTICAL TO THE ONE
APPROVED BY P/5572/15



PROPOSED SECTION



PROJECT DESCRIPTION
Roof-top Extension Sub-Genetic Use

PHASE OF PROJECT
Date: January 2018

LOCAL AUTHORITY
London Borough of Harrow

STATUS:
P L A N N I N G

PHASE OF PROJECT
Date: January 2018

PROJECT TITLE
102 COLLEGE ROAD

PROJECT ADDRESS
102 College Road, London, Harrow, HA1 1BQ

DRAWING NUMBER:
A - 204

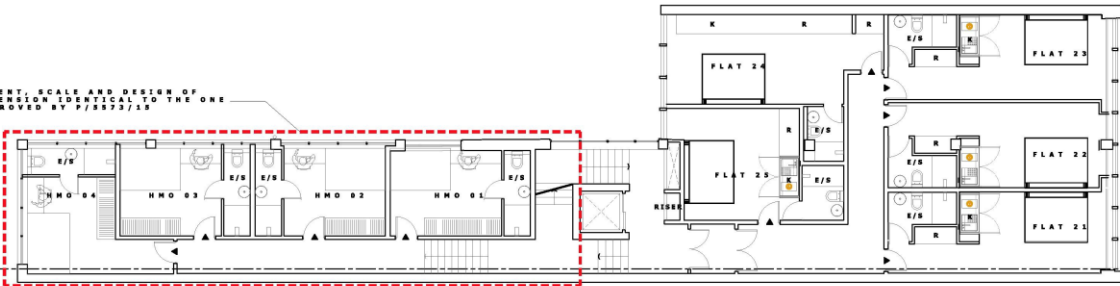
DRAWING TITLE
PROPOSED PLAN - 3 F & 4 F

REVISION:
-

P

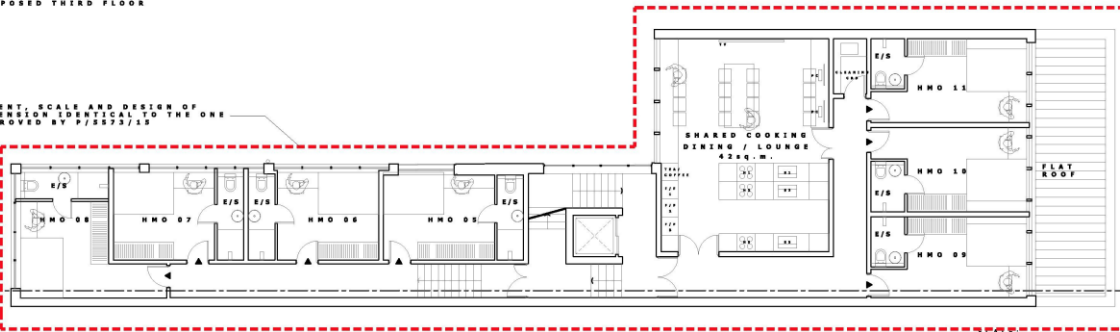


EXTENT, SCALE AND DESIGN OF
EXTENSION IDENTICAL TO THE ONE
APPROVED BY P/2573/15

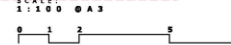


PROPOSED THIRD FLOOR

EXTENT, SCALE AND DESIGN OF
EXTENSION IDENTICAL TO THE ONE
APPROVED BY P/2573/15



PROPOSED FOURTH FLOOR



This page has been left intentionally blank