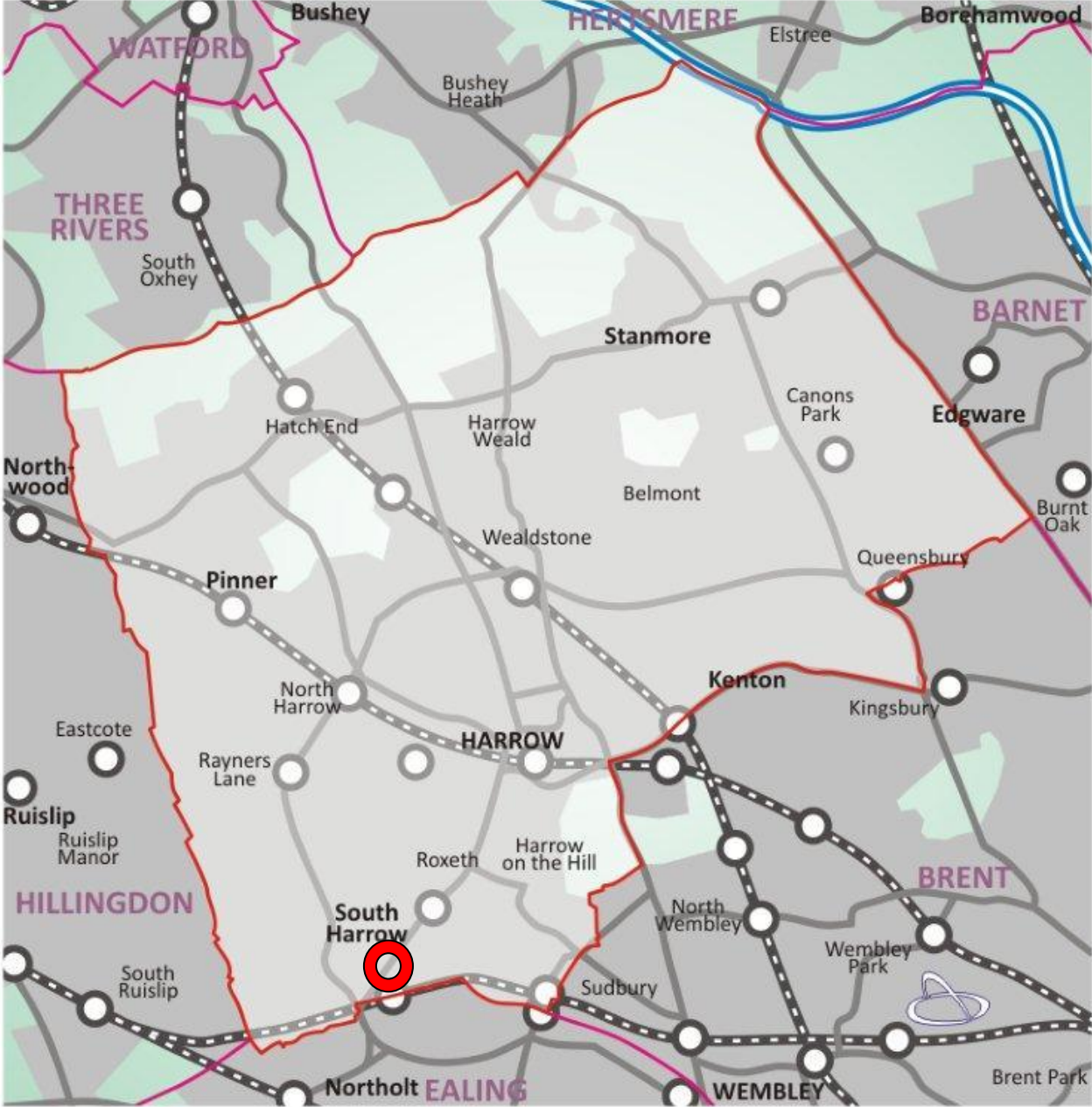
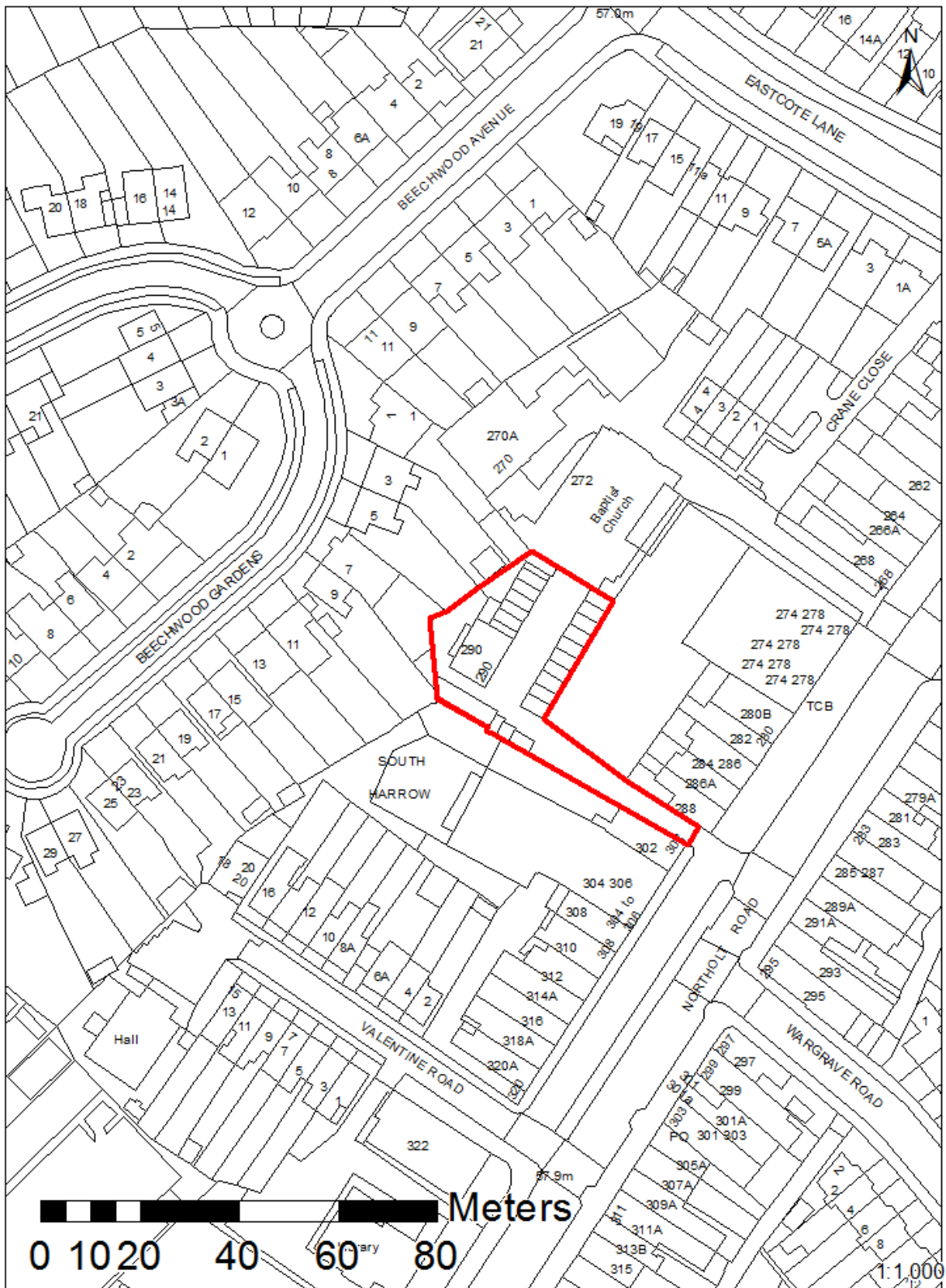


 = application site



290 Northolt Road	P/2447/18
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290 Northolt Road



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

25th SEPTEMBER 2019

APPLICATION NUMBER: P/2447/18
VALIDATE DATE: 11/06/2018
LOCATION: 290 NORTHOLT ROAD, HARROW
WARD: ROXETH
POSTCODE: HA1 4QW
APPLICANT: MR G COPPOLA
AGENT: COLLINS & COWARD
CASE OFFICER: KIMRY SCHLACTER
EXTENDED EXPIRY DATE: 02/10/2019

PROPOSAL

Redevelopment to Provide Three-Storey Building Comprising of 4 Offices and 8 x 2 bedroom Flats; Parking; Bin and Cycle Stores Involving Demolition of Existing Building/Workshops.

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

REASON FOR THE RECOMMENDATIONS

The proposed scheme seeks to provide 8 residential units and 4 small-sized offices which are considered a suitable use within a town centre. 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). And the offices will contribute to the vitality and viability of the South Harrow Town Centre. Furthermore, the proposed development would improve the visual amenity of the site and surrounding area and 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 three residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type: Minor
Council Interest: None
GLA Community Infrastructure Levy (CIL) Contribution (provisional): £ 35,808.00

Local CIL requirement: £ 95.541.29

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

ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 This application is located to the rear of buildings on Northolt Road and immediately behind the existing Iceland car park. It is accessed between Nos. 302 and 288 Northolt Road, namely the unit to the south which is occupied by local optometrist and to the north which is occupied by the Subway chain.
- 1.2 On site there is currently existing car parking and some existing businesses including a car wash, vehicle repair workshop, and carpentry workshop and there are also garages on the site. The site is relatively flat.
- 1.3 There are also 2 x 1 bedroom flats in the first floor of the larger building.
- 1.4 Immediately adjacent to the north of the site is the South Harrow Baptist Church. The rear of the site adjoins the rear gardens of houses along Beechwood Gardens.
- 1.5 The site is part of the designated South Harrow Town Centre.
- 1.6 The application site is located in an area with relatively good transport links and as such has a PTAL rating of 4.
- 1.7 The site is not located in a critical drainage area.

2.0 PROPOSAL

- 2.1 The application seeks full planning permission for the demolition of existing buildings and the erection of a three storey building for use as 8 x 2 bedroom self-contained flats on first and second floor and 4 office units at ground floor. The two upper floors would contain 4 flats each. Each of the office units measure approximately 68.4m².
- 2.2 All the flats are two-bedroom 3 persons based on the provision of one double room and one single bedroom.
- 2.3 The new building, although terrace in appearance and form, would have a staggered layout with the mid-section set approximately 700mm back from the frontage of the end (first and fourth) blocks, and recessed linking sections containing the entrance to the flats. It would measure approximately 30m in width, 12m in depth and maximum height of 9.45m.
- 2.4 The building would be set approximately 0.8m from the northern-eastern side boundary with South Harrow Baptise Church, approximately 4m from the southern-western boundary (which provides parking/service for the Poundland), approximately 2.9m from the front boundary with the Iceland parking lot, and

approximately between 5m at the nearest point and 14.5m at its farthest point to properties to the rear (Nos 1 to 9 (odds) Beechwood Gardens)..

- 2.6 The flats will have separate access from the office units, with the front serving as the main entrance for both the flats and offices, while the rear access will link to the communal area and parking.
- 2.7 The proposal would provide spaces for 6 cars/vehicles (including 1 disabled parking space) to park within the site in L-shaped layout at the rear of the building adjacent to the communal garden. All vehicles would enter and leave the site via the existing access serving the site and Iceland Foods customer car park and service area between 302 and 288 Northolt Road.
- 2.8 At the rear of the new dwellings, a communal garden area of approximately 115sq.m would be laid out, with 1m high railing and the existing fencing along the perimeter. A 1m high brick wall with 1m high railing, allowing for visual permeability, is proposed along the front boundary.
- 2.9 The external appearance will feature facing brickwork, with a flat roof topped with stone copping. The recessed sections linking the central section to the projecting ends would be glazed. The rear elevation would feature angled projecting windows, facing away from the residences back onto the site along Beechwood Gardens.

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/1902/10	Continued use of garages previously used as workshop/storage (sui generis) as a community centre (Use Class D1); proposed external alterations.	Refused; 22/09/2010 Reason for refusal: The continued use of the site as a community centre, by reason of its siting in close proximity to neighbouring residential occupiers, results in an over-intensive use and increased disturbance, contrary to policies C10 and EP 25 of the Harrow Unitary Development Plan (2004).
P/0934/09	Continued Use of Garages Previously used as workshop/storage (sui generis) as a community centre (use Class D1); external alterations	Refused 23/09/2009 Appeal subsequently dismissed
HAR/10191/A	Erect Block 10 Lock-Up Garages	Granted 19/10/1956

LBH/22021	Workshop Store	Granted; 09/09/1982
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4.0 CONSULTATION

4.1 A total of 26 consultation letters were sent to neighbouring properties regarding this application.

4.2 The public consultation period expired on 13th July 2018. Five objections were received.

4.3 A summary of the matters of objection raised by surrounding property owners are below:

- i. The rear of my property abuts the site. The new flats would overlook the whole of my garden, back bedroom and bathroom;
Addressed in Section
- ii. The proposal would result in an inappropriate development incongruous to the immediate surroundings that would overwhelm and cause harm to neighbouring properties;
Addressed in Sections 6.3 and 6.5
- iii. The proposed building will be dominating and overbearing;
Addressed in Sections 6.3 and 6.5
- iv. We appreciate the development, but we are not happy with the 8 Nos of flats. If it is 4 or less is good. Most of the neighbour's they dumping their bins in our parking place and into our bins. Additional flats increase this issue more;
Addressed in Section 6.6
- v. The building of this size is disproportionate to the existing plot;
Addressed in Section 6.3
- vi. The development would result in loss of light or shadowing to our garden;
Addressed in Section 6.5
- vii. The proposed 4 office units would and 8 flats will give rise to substantial noise disturbance by way of vehicle and pedestrian entry and egress at all hours;
Addressed in Section and 6.5
- viii. The proposal will compromise our safety due to the proximity of our boundary fence;
Addressed in Section 6.5
- ix. The increased road traffic associated with parking would prevent those with respiratory condition from use of the garden;
Addressed in Section 6.5
- x. The rubbish from new dwelling units is likely to bring rodents to our area which is currently a problem from site;
Addressed in Section 6.6
- xi. The development would lead to loss of view;
Addressed in Section 6.5
- xii. The area is already overdeveloped and unsightly with too much traffic and not enough infrastructure;
Addressed in Sections 6.3, 6.6 and 6.7

- xiii. The development would reduce the value of our property
This is not a material planning consideration.

4.4 27 letters were sent following revisions to the scheme to neighbouring properties. Public consultation is due to on 20th September 2019

4.5 A summary of the matters of objection raised by during the re-consultation are below:

- i. No response to date

4.6 Statutory and Non Statutory Consultation

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

<p><u>LBH Policy and Research:</u> There is likely to be no conflict between the enabling (residential) use and the business use activities, providing a suitable amount of residents parking. There is provision for the storage of bicycles which is beneficial for promoting sustainable travel within Harrow. Provision of disabled parking makes the development accessible, however, considering the residential dwellings are on the upper floors, this parking may be limited use if there is no accessible disabled entrances to the residential dwellings or offices.</p> <p>Proposals for new office floor space within town centres, within which this proposed site is situated, has scale of provision appropriate to the role and function of the town centre and the development complies with other relevant policy considerations.</p> <p>The principle of this proposal is considered acceptable; however it is subject to further consideration by the development management team.</p>
<p><u>LBH Drainage</u> The applicant should submit a surface water drainage strategy and full construction details of permeable paving with their maintenance plan No objections subject to conditions.</p>
<p><u>LBH Highways</u> This proposal is within a PTAL 4/5 location. The site is in close proximity to very good public transport facilities and amenities usually found in town centres.</p> <p>This proposal would require further information to be supplied in relation to arrangement for refuse collection and servicing. Should the application be granted, it would be necessary to provide pre-commencement condition for a</p>

construction method statement traffic management plan setting out how construction traffic would be managed in order to minimise disruption.

I am not sure about how the proposed footway would work as there is car parking to one side and the access road to the other.

The proposed cycle parking is acceptable.

A pre-occupation condition for a parking management plan is required. This must include details of how the car parking spaces will be allocated and how the car park will be controlled.

However, agree with the comments from the waste team that this proposal seems to work on plan but not in practice.

As this is off-highway our involvement is limited and the effects of overspill parking would be managed by existing on-street controls but this proposal may result in problems in the private car park. In addition to waste collections, deliveries to both the office and residential uses will need to be made; information on serving and delivery should be provided.

LBH Waste

As it is, there are ongoing problems collecting waste bins from the rear of these shops/ Dawson House, (access via the same route) due to parking not being controlled or enforced by anyone (cars parking all day on hatched no parking areas). The following are issues: Iceland car park over-filled, ongoing trader deliveries throughout the day, Iceland delivery vehicles blocking access to bin areas when loading and flat residents parking cars where they shouldn't. This creates overloaded bins and excess piled on the floor. To add anything to these current issues would be aggravating the situation, and no one takes responsibility for managing the area. If another development is agreed for here and strict control of the whole rear area is not in place on a permanent basis, waste collections cannot be guaranteed.

Unfortunately there is no one landlord with overall responsibility for this area. If the developer is able to have someone on site to regulate access and we can be assured that enforcement is in place before agreeing to carry out collections from this property then we would be prepared to relook at this, along with arranging a site visit.

The office units would presumably be using trade waste bins (commercial) and bin capacity would be agreed with the commercial supplier and the customer dependant of what type and quantity of waste they dispose of.

LBH Landscape Architect

Bin storage – sufficient bin storage must be provided

Cycle storage – the access to the cycle storage adjacent to the car park, in the northern corner, is tight and the lack of space for manoeuvring the bikes, between the parked cars and this may cause difficulties in accessing the spaces to store the bikes and fix onto the bike racks.

Bin and bike storage sheds. Proposed green roofs on the storage sheds would be welcomed. Details of the proposed sheds and green roofs, including the proposed build up layers of the growing medium, drainage and the proposed planting would be required.

The proposed amenity space for 8 flats is small and the car park would be highly visible. The outside space is tight and therefore it would be essential for a high quality hard and soft landscape proposal to make the best use of the space, together with specifying high quality hard landscape materials.

The communal area is adjacent to the car parking which would be unattractive to look at parked cars and bikes. The garden should be enclosed to screen off the car park area.

Recommended hard and soft landscaping conditions provided.

Urban Design Advisor

In response to most recent revisions:

I find the amendments to the scheme to be very positive indeed. Window threshold drawings submitted must be as part of the full plans application, to ensure 'deep reveals' as described are locked into the scheme and detailed. I would also be interested to see the angled bay details so that no cut bricks are used, I assume the overall window dimensions are standardised according to full brick courses. I would also like to see details of the office signage submitted as part of full plans.

Designing Out Crime Officer

The access to the development is via a narrow service road from Northolt Road. This may cause conflict between the users of the Iceland Car Park, residents, office staff and pedestrians.

The front elevation should have a minimum 1.8m fence with 300mm trellis. This height would also be required around the site, but therefore would minimise natural surveillance. The site in general lacks natural surveillance from surrounding buildings and the development would not improve this as the ground floor would not be active at night time as an office, combined with a high fence at the front. We would usually recommend 1.2m high fence/railings to provide natural surveillance and defensible space. The pedestrian gate would be shared access for the residents and the office users, and would affect the territoriality for the residents which is likely to contribute further to anti social behaviour and crime already being suffered in this area.

The bike stores are at risk in these locations as they do not benefit from natural surveillance of active rooms, particularly at night. I would also recommend that these are security tested bike stores certified to LPS1175 SR:2, rather than timber stores.

The bin stores will require to be brick built stores with encrypted electronic key fob access to prevent using the wrong bins and fly tipping.

The gates will need to be certified to LPS 1175 SR:2, with audio visual access

control for visitors. A clear plan for visitors will be required.

The communal garden gate will also be required to have access control as this should be for the residents only. However, depending on the height of the fence, the gate may be rendered inconsequential.

The communal entrance doors will be required to be single leaf and certified to LPS1175 SR:2.

If the development is granted permission, further advice will be given to the developer and architects in order to achieve a Secured by Design accreditation.

LBH Environmental Health
No Comments 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 2019] sets out the Government’s planning policies for England and how these should be applied, 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 **ASSESSMENT**

6.1 The main issues are:

- Principle of the Development
- Character of the Area
- Residential Amenity for Future Occupiers
- Residential Amenity (Neighbouring Residents)
- Traffic and Parking
- Drainage

6.2 **Principle of Development**

6.2.1 The relevant policies are 4.2 and 4.7 of The London Plan (2016) Policies DM31, DM32 and DM40 of the Harrow Development Management Policies Local Plan (2013)

6.2.2 The application site is situated within the South Harrow District centre; the site currently has single storey storage units, of light industrial use, and a carwash. There is also a 2 storey building, with residential usage on the first floor and storage on the ground floor. This proposal seeks to demolish existing buildings, and build instead a 3 storey building with office space on the ground floor, and flats on the first and second floor.

6.2.3 The application site is situated within a developed area of Harrow as outlined in the Harrow Local Plan. 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 which seeks to redirect all new development the Harrow and Development Opportunity Area, to town centres and to previously developed land in suburban area. On this basis, the proposal to develop this site for residential purposes is considered to be acceptable in principle.

6.2.4 The proposed development suitably maximises the amount of business floorspace that can be re-provided, taking up the entire ground floor with office development, which is considered a suitable use within a town centre.

6.2.5 The proposed development would result in loss of 538m² floorspace of B1 (c) Storage/Light Industrial use but gain 273.6m² floorspace of B1 (a) use, for a net loss 264.4m². As the proposal would ensure the continued use of the site for commercial purpose and contribute the Council's housing stock (albeit minimally), and fits with town centre uses attracting new office accommodation and new occupants, the net loss of 264.4m² is outweighed by the limited contribution made by the site in its current form namely a car wash, some small scale commercial

units and a personal garage. There is no objection to the proposed use of the unit for purposes that would fall within use class B1 (office) as there is likely to be no conflict between the enabling (residential) use and the business use activities, providing a suitable amount of residents parking is provided. This is considered later in the report.

- 6.2.6 In conclusion, having regard to the fact that there is no presumption against the loss of this workshop and carwash, the re-provision of a business (office) use floorspace, taking into consideration that the site is regarded as previously developed land, the proposed residential led redevelopment of the site is considered to be acceptable within this town centre context. On this basis, the proposal is considered to be acceptable in principle and complies with the above policies.

Affordable Housing

- 6.2.7 The proposal to introduce 8 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.

Housing Mix

- 6.2.8 The relevant policies are 3.5 and 3.8 of The London Plan (2016) and DM24 of the Development Management Policies Local Plan (2013).
- 6.2.9 The proposed 8 home contribution to housing supply ensures that this site makes an appropriate contribution to the Borough's housing need over the plan period to 2026.
- 6.2.10 The application site area is 0.108 hectares and it has a public transport accessibility level (PTAL) score of 4/5 indicating a very good level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a suburban setting. The proposal, taken as a whole, equates to a density of 74 units per hectare and of 222 habitable rooms per hectare. The densities fall well within the overall matrix ranges for a suburban setting sites with a PTAL 4/5 of 200-350 hr/ha and 45-90 u/ha. As such, it is considered that the development will not have an adverse impact on the character of the surrounding area and satisfy the design policies of the Plan. It is considered that the level of open space around the built form is commensurate to the level of accommodation and the size of the land in the context of its location, which is close to public transport facilities, and the character of the area. As such is not considered to be an overdevelopment of the site nor to result in a detrimental effect on the character of the area. The proposal would comply with the other material considerations and these are discussed further in the report below.

6.3 Character of the Area

- 6.3.1 The relevant policies are 7.4 and 7.6 of the London Plan (2106), Core Policy CS1 of the Harrow Core Strategy (2012), and DM1 of the Development Management Policies Local Plan (2013) and the SPD – Residential Design Guide.
- 6.3.2 The application site is in the heart of South Harrow District Town Centre. Though in the town centre, the surrounding area has a suburban character, without any significant coherence or commonality of design; the local area is mixed within its character, with the application site in a back-land location. The site is currently occupied by carwash, a garage workshop on the groundfloor of a two-storey building with residential accommodation on first floor (though without planning permission) and a series of single-storey workshop units to the frontage. These buildings are characterised by a varied configuration of built forms. To the east and south-west is the shopping parade (and associated service areas) that fronts onto Northolt Road with residential accommodation on upper floors, which is typified by buildings three storeys high. To the west are the rear gardens of the more traditional metro-land residential development that fronts onto Beechwood Gardens. To the north-east of the site is the South Harrow Baptise Church. The location of the site in terms of commercial usage is limited due to its back-land siting but at the same time any building in this location would need to provide an active commercial floor use.
- 6.3.3 The application site is therefore in a somewhat prominent location and any building in this location must form an active part of the shopping parade in the town centre and take into account the other constraints of the site. The proposed mix of uses is suitable and appropriate to the town centre, in accordance with the aims of the relevant policies.

Design, Scale and Siting

- 6.3.4 The relevant policies are 7.1, 7.2, 7.3, 7.4 and 7.6 of the London Plan (2106), Core Policy CS1.B of the Harrow Core Strategy (2012), and DM1, DM2 and DM12 of the Development Management Policies Local Plan (2013) and the SPD – Residential Design Guide.
- 6.3.5 The proposed building would be located between two broad typologies (residential and commercial), and would replace the existing buildings on the site that are generally single storey garages or smaller workshop type units. The existing buildings are of a similar width to the proposal, and the overall site coverage of the existing buildings is comparable to the proposed development. The new building would be three storeys in height and would adopt a more contemporary design with large fenestration and glazed links. The overall design is considered to be acceptable in the surrounding context. Whilst the proposal would increase the scale and, to a lesser degree, density of development within the application site, given the size of the plot and the space that would be retained around the building, the proposal would not result in overdevelopment of the site.

- 6.3.6 In terms of the appearance of the development, the proposal seeks to use a high quality (materials) finish to the building throughout. At ground floor level the front elevation is primarily glazed, with clearly defined frontages, creating an attractive and light office environment; while the glazed links also allow for a lighter feel. The use of simple recessed modelling to the façade would add further articulation to the building's appearance and help delineate the apartments. The brick façade is simple, mirroring its surrounding, with detailing which adds a contemporary intervention into this area. Deep window reveals are indicated in amended plans, as per the Urban Design Advisor's comments, enhancing articulation. The width of the glazing at first floor and the balcony and window combination at first and second floors visually unites the office with the residential use. The proposed building is an articulated block which is considered preferable to the mismatch of development on site and would raise the overall quality of this rear-yard area. The proposal therefore presents an opportunity to improve the area.
- 6.3.7 When seen in context of the prevailing height of the neighbouring South Harrow Baptist Church, the commercial buildings along Northolt Road, and the residential dwellings fronting Beechwood Gardens to the rear, the submitted sectional drawings show it would be subsidiary in scale to the much larger Baptist Church and slightly lower than the houses on Beechwood Drive. Taking into account that the building heights in the locality range from single to four storeys in height with flat and traditional hipped roofs; the scale of proposed building would sit comfortably within the context and scale of the existing pattern of development creating an interesting juxtaposition between buildings in the locality, which is not uncommon in built up suburban District Town Centres such as this town principle and complies with the above policies.

Sustainability

- 6.3.8 The location of the development would be accessible for existing local amenities and public transport, and would provide additional accommodation in the area to support local shops and services. In addition, the development would have the potential to offer a greater range of accommodation which would have some social benefit and encourage diversification of community.
- 6.3.10 The proposal would have an economic benefit during the construction phase and a limited social benefit through the provision of 8 windfall residential units, making a small but valuable contribution to both local housing supply and commercial floor space. This is a clear benefit as it reduces pressure on housing land elsewhere, albeit to a very limited degree; and it potentially improves on the viability and vitality of this town centre. Consequently, it is considered that the proposal affords benefits in all areas of sustainability as defined by the Framework, the London and local plans, which would significantly outweigh the concern regarding future cumulative effect if the development were to be repeated. The proposal therefore accords with relevant Policies 3.3 and 4.7 of the London Plan 2016, CS1 of the Harrow Core Strategy 2012, DM1 and DM40 of the Harrow Development Management Policies 2013 and the National Planning Policy Framework.

Site Layout and Landscaping

- 6.3.11 The relevant policies are 7.1, 7.2, and 7.4 of London Plan (2016), the Mayor's Housing SPG (2016), policies DM1, DM2, DM22 and DM23 of the Development Management Policies Local Plan (2103), and the SPD – Residential Design Guide.
- 6.3.12 The application site is devoid of any form vegetation or landscaping. Soft landscaping is proposed to the front behind a 1m high front boundary brick wall with 1m high railings in front of the offices and entrance to the flats. A communal garden with trees and ground covering shrubs is proposed to the rear with an area of hard landscaping maintained to the side and rear of the plot and along the site frontage and walkway linking the site together. The communal garden would be enclosed with a 1m high railing. The offices and the residential units would have separate entrances to the building.
- 6.3.13 In terms of quality of design and visual amenity, it is considered that the scheme would be adequately compatible with the maintenance of the character and context of the area. No objection has been raised by the Council's Landscaping Architect to the broad aspects of the scheme, subject to conditions for approval of the details of the hard and soft landscaping, as well as an external lighting scheme including the interface between the communal garden and the car park. In this respect, subject to suggested planning conditions regarding materials and landscaping, no objections are raised and the proposal would comply with the relevant policies cited above.

6.4 Residential Amenity for Future Occupiers

- 6.4.1 The relevant policies are 3.5, 7.2 and 7.4 of London Plan (2016), the Mayor's Housing SPG (2016), the DCLG's Technical Housing Standards – nationally described space standard (March 2015), policies DM1 and DM2 of the Development Management Policies Local Plan (2103), and the SPD – Residential Design Guide.
- 6.4.2 The required GIA for a 2-bedroom 3-person flat is 61sqm. The proposed flats in all instances have an internal GIA of 61.9 sqm, and thus exceed by 0.1m the required GIA for the respective occupancy levels. Furthermore, the majority of the units demonstrate that a level of dedicated storage space for future occupiers which would accord with the minimum requirements for their respective occupancy levels (2sqm). The proposed units are therefore considered to provide an adequate level of accommodation for future occupiers that would not be cramped or contrived.
- 6.4.3 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 sections indicate that the proposal would achieve a floor to ceiling height of 2.6m. The proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers.

- 6.4.4 It is noted that the proposed floor plans provide satisfactory vertical stacking. In addition, the proposed new build would be required to meet Building Regulation standards relating to noise transmission, which would ensure adequate sound protection not only between the residential units, but also between the proposed flats and the proposed office units.
- 6.4.5 Each unit would be dual aspect which is most preferable and desirable for residential accommodation. Furthermore, it is considered that the proposed flats would have an acceptable amount of daylight and outlook with windows either facing towards the car park area of Iceland Super Market and the rear of properties fronting Northolt Road at a distance of approximately 29m, or to the rear communal garden area, rear gar park, and (at oblique angles only) the rearmost sections of the gardens of properties along Beechwood Gardens. The more “active” living and kitchen spaces are sited towards the front facing the parking lot, while the “quieter” bedroom space is sited towards the rear adjacent other residential gardens, which is an appropriate arrangement.

Accessibility

- 6.4.6 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. This has been replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - ‘accessible and adaptable dwellings’. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.
- 6.4.7 The proposed floorplans demonstrate that there would be level access for wheelchair users from the main front entrance and rear entrance to both residential and commercial units. However, no lift to the upper floor units is proposed. Notwithstanding this, the Planning Practice Guidance states that“Local Plan policies for wheelchair accessible homes should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling (generally this will be social and affordable rented units). This means that market units can only be required to meet the standards for wheelchair adaptable homes.”.... In this case, the proposed development would have three floors, which is considered is wheelchair adaptable where a stair lift or suitably ambulatory stairs are provided. As such would be capable of meeting the requirement specified in the Housing Supplementary Guidance and Building Regulations Part M (3).
- 6.4.8 On the basis of the above, the proposed development would be satisfactory in terms of accessibility, subject to a condition to ensure compliance with Building Regulations M4 (3).

Amenity Space

- 6.4.9 The relevant policies are 3.5 and 7.3 of The London Plan (2016), Policies DM1 and DM27 of the Development Management Policies Local Plan (2103), the Mayor’s Housing Design Guide SPG, and the SPD – Residential Design Guide.

- 6.4.10 For private amenity space, the SPG requires a minimum of 5m² per 1-2 person dwelling and an extra 1m² for each additional occupant. The revised plans show each unit would have a private balcony area 6.3m² in size, thus would meet this minimum requirement. An additional communal amenity space, 115m² in size with formal landscaping to be approved via conditions, would also be provided.
- 6.4.11 The SPG calls for adequate natural surveillance, wheelchair access and management of such areas. The proposed communal amenity space would be overlooked by the blocks that they serve. The rear windows to the ground floor offices would also overlook these; however the degree of overlooking proposed would be considered obtrusive, particularly in relation to the north-easternmost unit adjacent the church which directly adjoins the garden. A condition is therefore attached requiring amended plans showing only high-level windows on the rear elevation of this office unit (Office Unit D). Regarding management, it is normal for the management of residents' communal areas in new development to be taken on by a private management company or the relevant registered provider; there is no reason to expect that these arrangements will not be on an adequate footing in respect of the proposed development.

6.5 Residential Amenity (Neighbouring and Future Residents)

- 6.5.1 The relevant policies are 7.6 of The London Plan (2016), policies DM1 and DM27 of the Development Management Policies Local Plan (2103), and the SPD – Residential Design Guide.
- 6.5.2 The rear elevations of nos. 7 and 9 face more or less directly towards the proposed building, while the rear elevations of nos. 3 and 5 are angled to the site and thus their rear elevations face away from it. The proposed building would have an overall height of just 9.45m and that the closest back-to-back distance (to No. 7 Beechwood Gardens) is 24m; and would be set back from the rear site boundary by between 5m - 14.5m. The lowest parts of the building would be partially screened from the properties at Beechwood Gardens as the development would be seen above boundary screenings. In terms of visual impact, viewed in the context of commercial and residential plots, it is considered that the resulting development would not appear unduly dominant or overbearing when viewed from adjoining dwellings and their garden; nor would it be considered to give rise to concerns regarding safety and security by virtue of its proximity to the boundary.
- 6.5.3 The proposed building would have site coverage similar in size to the existing development on site. Whilst there would be an increase in bulk above ground floor level, the resultant height is comparable to that of neighbouring properties and the separation distance between the building and the rear of neighbouring residential properties would remain reasonably significant in the context of its environment and not atypical of suburban environments. The limited amount of overshadowing that would result to the properties along Beechwood Gardens would not be significantly harmful to the amenity of neighbouring occupiers as it would not be dissimilar to what currently exist, and would be limited to morning hours. Residential units above Nos. 280-288 opposite would be at least 29m away while the main rear wall of the closest property on Beechwood Gardens would be 24m away from the front and rear walls of the proposed building respectively. As such,

the impact of the proposals on sunlight and daylight would be limited. Given the limited change in site coverage, the prevailing comparable height and bulk proposed over and above the present situation, and the gaps retained with existing residential development it is considered that the impact on amenity would be acceptable.

- 6.5.4 In terms of privacy, the amended plans have addressed concerns of overlooking to Beechwood Gardens properties with angle window bays for the residential windows on the rear elevation of the building. This prevent views directly facing the rear elevations and more sensitive patio areas of these properties, and instead provides views at oblique angles across the parking lot of the site and the rearmost sections of neighbouring gardens only. While this would still afford limited views across parts of the rear gardens of the neighbouring properties, overlooking of this type is a common characteristic of the relationship between residential buildings that are in built up suburban areas. There is a significant separation distance of at least 24m between rear windows of habitable rooms of adjoining properties on Beechwood Gardens and the proposed development as drawn in a straight line on plan, but following the line of sight from the angled windows, the distance is closer to 40m. The extent of overlooking would thus be reasonable and consistent with a neighbouring relationship generally expected between residential properties. There would be no direct views into habitable rooms of the new building or neighbouring properties from upper floors, and most importantly the private garden area of No. 7 Beechwood Garden, due to separation distance and angle of views. Windows within the front elevation, meanwhile, would look out to the front of the site which is open and serves as access and parking area for properties along Northolt Road and partially visible from the highway and footpath. Therefore, these windows would have minimal impact on privacy.
- 6.5.5 Giving consideration to the scale of the proposal, the siting of windows in the adjoining properties, the orientation of the building, the size of neighbouring plots, separation distance and boundary screening, it is considered that the proposal would not have an unreasonable impact on light amenity or the level of privacy afforded to the neighbouring residencies and would not appear visually overbearing. Given the existing uses on site, which include a garage, it is not considered that the proposal would lead to a significant overall increase in vehicular traffic that would impact on air quality. In this respect, no objections are raised with regard to London Plan Policy 7.6, Local Plan Policy DM1 and the SPD – Residential Design Guide
- 6.5.6 In addition to issues of privacy, the use of the common garden area may also cause harm to the amenities of neighbouring occupiers as a result of noise and disturbance. In this case, although the amenity space would be large enough to sit out in, it is considered that its use would not be likely to encourage a significantly large number of people to occupy the space at any one time. In addition, the extended rear of the closest property on Beechwood Garden is at least 10m from shared boundary, which has a 2.5m high shared boundary brick wall which separates the application site. The common area is therefore unlikely to cause harm to the amenities of neighbouring occupiers by reason of noise and disturbance over and above what is currently and potentially obtainable from the current use of the site in its B1 (light industry) / workshop purpose. For the same

reason, and given that the public face of the ground floor offices is on the eastern side of the building facing an active parking and service area, it is considered that the proposed ground floor offices use would not result in undue disturbance to neighbouring properties on either side.

- 6.5.7 Notably, the residential units will be situated above the proposed commercial (office, B1 a) located at the ground floor. It is considered that the proposed use within the building could give rise to some potential noise conflict for the occupiers of the flats above and adjacent dwellings. However, there is no issue in principle to the proposed use in the location specified subject to imposition of certain condition(s) to ensure that the amenity of the future occupiers is safeguarded in respect of noise and disturbance. This would be both in terms of the noise generated by the types of uses being proposed as well as any mechanical plant required in association with the use. A condition is recommended for details of the measures to be incorporated within the design of the buildings to minimise excessive noise breakout from the proposed commercial floorspace, which should include details any mechanical ventilation that would be required to achieve such mitigations. With regard to neighbouring properties, taking into account the existing uses on site, it is not considered that the proposal would result in any significant increase in noise and disturbance above the existing uses.
- 6.5.8 In conclusion, subject to the imposition of appropriate planning conditions, it is considered that the impact of noise could be mitigated through the design of the buildings and by limiting noise levels of any future mechanical plant, and thus would comply with the relevant policies.

6.6 Traffic, Parking and Servicing

- 6.6.1 The relevant policies are 6.9, 6.12 and 6.13 of The London Plan (2016), and policies DM42, DM44, DM45 and DM45 of the Development Management Policies Local Plan (2103), and the SPD – Residential Design Guide
- 6.6.2 The proposal seeks to provide six parking spaces including one disabled space, all located to the rear of the building. The resultant parking ratio would be 1:075 for the whole of the residential development. No parking is proposed for the office units. The area has a PTAL of 4/5 (good) and is close to services. The Council's Highways Officer has indicated that the number of parking spaces is suitable and has raised no fundamental objection to the parking scheme. A condition to ensure the provision of electric charging points is attached to this permission.
- 6.6.3 Secure and readily accessible cycle parking is provided, at two spaces per residential unit, and two spaces for the offices, both in line with the The London Plan (2016) requirements. This has been provided on site in the front and rear garden. However, further details to ensure the storage provided is secure, sheltered and functional, including openings and access that will allow for bikes to reasonably be taken in and out where there is limited space around the proposed shelters (in particular, those in the rear car parking area and directly in front of the building) are required by condition.

- 6.6.4 Waste storage has been provided along the front boundary, adjacent the Iceland Foods customer car park. The proposed location of the bin store is a reasonable distance from the boundary according to the Council's Refuse Code of Practice which encourages bin placement to be within 10m of the point of pick up. However, concerns have been raised by Harrow's Waste Management team regarding the access to the site. Currently, refuse is picked up from the site and from the rear of the commercial building fronting Northolt road from this rear service area / car parking lot. Although there is adequate width for refuse vehicle to reverse into the site close to refuse storage area during collection days, there are issues with inappropriate or illegal parking within the access or the other areas of the parking and service area, which can block access and make collection difficult. The Council's Highways department have also requested information regarding servicing and delivery plans, and construction and highway management. Notwithstanding this, refuse collection does happen on site at present, and the applicant has asserted ownership over the access itself. This presents the opportunity to potentially improve the situation to some degree, via a robust management plan to ensure the access is kept clear. It is noted that the applicant does not have sole ownership or control over the rest of the service and parking areas. On balance, and subject to a condition requiring the approval of a traffic and parking management and servicing and delivery plan, in addition to conditions relating to traffic and construction management over the construction phase, it is considered that there would be insufficient justification for refusal on this point. A condition relating to management of waste on the site has been attached in order to ensure a satisfactory standard of refuse and recycling provision and to protect the residential amenity of adjoining and future occupiers has therefore been attached.
- 6.6.5 The proposal would also introduce a visually delineated, marked pedestrian area along the access route. The pedestrian walk serves both the offices and residential units. Although this arrangement is not ideal, as it does not provide for a physically separated area for pedestrians to walk on, it is noted that such a physically separate arrangement would not reasonably be possible in this location. As such, on balance, this would again not be sufficient to justify refusal. The details of the pedestrian walking area and management of it are conditioned to the included in the above requested traffic and parking management plan.
- 6.6.6 In conclusion, it is considered that the proposed development, subject to the imposition of appropriate conditions, would not, on balance, have an unreasonable impact upon parking or highway safety and consequently would give rise to no conflict with the above stated policies.

6.7 Drainage

- 6.7.1 The relevant policies are 5.13 of The London Plan (2016) and DM10 of the Development Management Policies Local Plan (2103).
- 6.7.2 The site is identified as a critical drainage area of Harrow. As the proposed development would not lead to an increase in impermeable surface area, no issues would arise in this respect. The Council's Drainage officers have not

objected to the application, but have suggested conditions to deal with on-site drainage and water attenuation.

- 6.7.3 Subject to the drainage conditions, the proposal would accord with the relevant policies in relation to surface water drainage and surface water attenuation.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed redevelopment of the site would provide a reasonably high quality mixed residential and commercial development, which would be a positive contribution to the town centre environment. The loss of the existing commercial units is tempered by the introduction of small office accommodation which is in line with adopted development plan. The redevelopment of the site would enhance the urban environment and so would make a positive contribution to the local area in terms of quality and character.
- 7.2 The layout and orientation of the building and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers; whilst the amenities of future occupiers would be satisfactory. The proposal has also been considered with regard to parking and highway safety and has been found to be reasonably acceptable, on balance, subject to conditions.
- 7.3 It is considered appropriate and reasonable to include a condition to ensure that the development, which has been assessed and determined on the basis of being in C3 use, is not first occupied within C4 use, over which the Council would have no control. It is also reasonable to remove permitted development rights for a change of use from a C3 dwellinghouse to a C4 HMO. It is therefore recommended that conditions are attached.
- 7.4 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, it is considered that the current proposal has overcome the reason for the refusal of the previous scheme, and as such an approval of the application is thereby recommended.

Checked

Interim Chief Planning Officer	13 September 2019
Corporate Director	Paul Walker

APPENDIX 1: Conditions and Informatives

Conditions

1 Time Limit 3 years - Full Permission

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

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

2. Approved Drawing and Documents

Unless otherwise agreed in writing by the local planning authority, the development shall be carried out, retained and completed in accordance with the following approved drawings and documents:

0507-000.01; 0507-100.01 Rev C; 0507-100.04 Rev H; 0507-100.05 Rev G; 0507-100.06 Rev G; 0507-100.07 Rev G; 0507-300.01 Rev G; 0507-300.02 Rev E; 0507-300.03 Rev E; 0507-300.04 Rev E; 0507-400.01 Rev F; 0507-400.02 Rev F; 0507-500.02; Planning Statement/letter dated 5th June 2018; 0507-000.01 (Site & Location Plan); Document regarding amendments from an email dated 09/08/2018; Untitled document with photos regarding refuse truck and servicing (from an email dated 15/08/2018); Untitled document showing aerial photos view of the area; Existing Plans: 0507-100.01 Rev C

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

3. Materials

The development hereby permitted shall not progress beyond damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below have been submitted or made available to view on site to, and approved in writing by the local planning authority:

- a) the building
- b) the ground surfacing
- c) the boundary treatments

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

REASON: To ensure that the development is carried out to the highest standards of architecture and materials in accordance with Policies 7.6 and 7.7 of the London Plan (2016) and Policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

4. Demolition and Construction Logistics Plan (Pre-commencement)

No development shall take place, including any works of demolition, until a detailed demolition and construction logistics plan has first been submitted to the Local Planning Authority in writing to be agreed. The plan shall detail the arrangements for:

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

The demolition and construction of the development shall be carried out in accordance with the plan so agreed.

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

5. Levels

No site works or development shall commence (other than demolition works) 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 the Local Planning Authority in writing to be agreed. 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 in accordance with policies DM 1, DM 10 and DM 42 of the Harrow Development Management Policies Local Plan (2013).

6. Cycle Parking Details and Amended Plans

Notwithstanding the details shown on the approved drawing, the development hereby permitted shall not progress beyond damp proof course level until the following revised details have been submitted to the Local Planning Authority in writing to be agreed. The revised details shall include:

- a) Full details of the secure, sheltered long-stay cycle parking spaces for the residential and office units. The proposed details shall allow for functional use of the cycle spaces, including openings and access that will allow for bikes to reasonably be taken in and out where there is limited space around the proposed shelters
- b) Amended plans showing only high-level windows on the rear elevation of Office Unit D.
- c) Details of electric charging points for the proposed parking spaces in accordance with The London Plan

The cycle parking shall be implemented on site prior to the first occupation of the development for the sole use of the development in accordance with the details so agreed and shall be retained for the lifetime of the development. The high level windows shall be installed in accordance with the details as so agreed prior to the occupation of this unit and retained in that form thereafter.

REASON: To ensure the satisfactory provision of safe cycle storage facilities, to provide facilities for all the users of the site and in the interests of highway safety and sustainable transport, and provision of satisfactory private amenity for future occupiers in accordance with policies 7.4B and 6.9B of The London Plan 2016 and policies DM27 and DM42 of the Harrow Development Management Policies Local Plan (2013).

7. Surface Water Drainage Strategy

No development shall take place other than works of demolition until details of works for the disposal of surface water, including surface water attenuation and storage, have been submitted to the Local Planning Authority in writing and agreed. The submitted details shall include a Management Plan for disposal of ground water during construction phases, measures to prevent water pollution, full details of drainage layout including details of the outlet and cross section of proposed storage, any flow restrictions proposed, full details of SuDS including flood displacement storage levels for existing and lowered areas, and permeable paving/surfacing and their management and maintenance. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited, in accordance with London Policies 5.13 & 5.15 of the London Plan (2016) and built-in to the Policy DM 10 of the Harrow Development Management Policies Local Plan (2013). To ensure that measures are agreed and development to manage and reduce surface water run-off.

8. Foul Water Drainage Strategy

No development shall take place other than works of demolition until a foul water drainage strategy, has been submitted to the Local Planning Authority in writing to be agreed. The development shall not be occupied until the agreed drainage strategy has been implemented.

REASON: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, in accordance with Policy 5.14 of the London Plan (2016) and Harrow Core Strategy Policy CS1, and to ensure that the development would be resistant and resilient to foul water flooding in accordance with Policy DM10 of the Harrow Development Management Policies Local Plan (2013). To ensure that measures are agreed and put in place to dispose of foul water arising from the development.

9. External Lighting

The development hereby approved shall not progress beyond damp proof course level until details of the lighting of all external areas (including buildings) within the site, including locations, lighting design, lighting details, specification, elevations, light spillage and lighting levels has been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development incorporates lighting that contributes to Secured by Design principles, achieves a high standard of residential quality in accordance with Policies DM 1 and DM 2 of the Harrow Development Management Policies Local Plan (2013) and to ensure that the development does not unduly impact on the biodiversity potential of the site in accordance with policy DM 20 of the Harrow Development Management Policies Local Plan (2013).

10. Landscaping (Pre-occupation)

The development hereby permitted shall not be occupied until there has been submitted to, and approved by, the local planning authority, a scheme including landscape masterplan, hard and soft landscape details:

- a) Planting plans (at a scale not less than 1:100);
- b) Schedules of plants, noting species, plant sizes, plant container sizes (all at time of planting) and proposed numbers / densities;
- c) Written specification of planting and cultivation works to be undertaken;
- d) A landscape implementation programme with proposed timing / dates for the works;
- e) Tree planting details including tree pits and topsoil / planting medium;
- f) Details of minor artefacts and structures (such as furniture, seats, lighting and any fixing to the building, step and ramp details and retaining walls);
- g) Details of green roofs to cycle and refuse storage;
- h) Hard landscape material details;
- i) Boundary treatment;
- j) Landscaping Scheme – Implementation and implementation programme, including a period of 5 year period for replacements of soft landscape; and

- k) Landscape Management Plan and Landscape Maintenance including long term design objectives, management responsibilities and maintenance schedules for all the communal landscape areas and communal garden.

The development shall be carried out in accordance with the details so agreed prior to the first occupation of the development and shall be retained as such thereafter.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm, and to ensure a high standard of design, layout and amenity, in accordance with Policies DM1 and DM22 of the Harrow Development Management Policies Local Plan (2013).

11. Implementation of Hard and Soft Landscaping

All hard landscaping shall be carried out prior to the occupation of any part of the development or in accordance with a programme first agreed in writing by the local planning authority. All soft landscaping works including planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out no later than the first planting and seeding season following the final occupation of the residential parts of the buildings, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged, diseased or defective, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity with the Heart of Harrow, in accordance with Policy DM22 of the Local Plan (2013), and to ensure a high standard of design, layout and amenity in accordance with Policy DM1 of the Local Plan.

12. Secure by Design Accreditation

Prior to the first occupation of the development, evidence of Secured by Design Certification shall be submitted to the Local Planning Authority in writing to be agreed, 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, in accordance with Policies 7.3 and 7.13 of the London Plan (2016) and Policy DM2 of the Local Plan (2013), and Section 17 of the Crime & Disorder Act 1998.

13. Part M Dwellings

A minimum of 10% of the units shall be built in accordance with Building Regulation standard M4(3) 'Wheelchair User Dwellings'. All other residential units in this development, as detailed in the submitted and approved drawings, shall be built to Building Regulation Standard M4 (2) 'Accessible and adaptable dwellings'. The development shall be thereafter retained to those standards.

REASON: To ensure provision of 'Wheelchair and Accessible and adaptable' housing.

14. Parking and Service and Delivery Management Arrangement

The development hereby approved shall not be first occupied until a parking management plan has been submitted to, and agreed in writing by, the local planning authority. The plan shall make provision for:

- a) Details of how the parking spaces would be managed and allocated (residential and office use), including any enforcement procedure for any unauthorised parking on the site;
- b) Identify the electric vehicle charging point spaces that are to be provided as per London Plan 2016 standards;
- c) Servicing and delivery for office and residential units, including waste servicing for the office units; and
- d) Layout details and management of pedestrian walkway.

The development shall be carried out in accordance with the plan so agreed and shall be retained as such thereafter.

REASON: To ensure that the development provides sufficient parking and electric vehicle charging points, in accordance with London Plan Policies 6.13 and Local Plan Policy DM 42, and contributes to the achievement of a lifetime neighbourhood in accordance with London Plan Policy 7.1 and Policy DM 2 of the Local Plan (2013).

15. Storage

The residential premises hereby approved shall each be provided with a storage space in accordance with the Mayor of London's Housing SPG (2016) unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of residential quality for future occupiers of the development.

16. Refuse and Recycling

No development shall commence beyond damp proof course level until details of the location, design and specification of the refuse and recycling store have been submitted to and approved by the Local Planning Authority. Subsequently the refuse and recycling store must be constructed, equipped and made available for use prior to the first occupation of the units and retained in that form thereafter.

REASON: To ensure a satisfactory standard of refuse and recycling provision and to protect the residential amenity of adjoining and future occupiers.

17. Refuse Bins

The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing plans.

REASON: To safeguard the appearance and character of the surrounding area, in accordance with policy 7.4.B of The London Plan 2016 and ensure a high standard of residential quality in accordance with Policies DM 1 and DM 45 of the Harrow Development Management Policies Local Plan (2013).

18. Restrict Use Class

The ground floor office units shall be used for the purpose specified in the application and for no other purpose, including any other purpose in Class B1(a) 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 without modification).

REASON: To safeguard the amenity of neighbouring residents and the character of the locality.

19. Removal of Permitted Development Rights

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

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with Policy DM1 of the Harrow Development Management Policies 2013, Policy CS1(B) of the Harrow Core Strategy 2012, Policy 7.4 of the London Plan 2016 and the Core Planning Principles of the National Planning Policy Framework 2012.

20. Communal Television Equipment

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

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

21. Plant Machinery

The rating level of noise emitted from any plant, machinery and equipment on the site, shall be lower than the existing background level by at least 10 LpA. Noise levels shall be determined at one metre from the boundary of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with BS 4142:2014. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which the plant is or may be in operation. Before any plant is used, measurements of the noise from the plant must be taken and a report / impact assessment demonstrating that the plant (as installed) meets the design requirements, shall be submitted to the Local Planning Authority in writing to be agreed be approved in writing by the Local Planning Authority.

REASON: To ensure that the development achieves a high standard of amenity for future occupiers of this and the neighbouring buildings, in accordance with Policy 7.6 of the London Plan (2016) and Policy DM 1 of the Local Plan (2013).

22. 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 (2019)

The London Plan (2016):

3.3; 3.5; 3.8; 4.2; 4.7; 5.13; 6.9; 6.12; 6.13; 7.1; 7.2; 7.3; 7.4; 7.6.

Draft London Plan (2017):

GG4; D1; D2; D3; D4; D5; H1; H2; G7; SI13; T3; T5; T6.1.

Harrow Core Strategy (2012):

CS1 Overarching Policy

Development Management Policies Local Plan (2013):

DM1; DM2; DM10; DM12; DM22; DM23; DM24; DM27; DM31; DM32; DM40;
DM42; DM44; DM45; DM45.

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. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3. Mayoral CIL

Please be advised that approval of this application (either by Harrow Council, or subsequently by the Planning Inspectorate if allowed on appeal following a refusal by Harrow Council) will attract a Community Infrastructure Levy (CIL) liability, which is payable upon the commencement of development. This charge is levied under s.206 of the Planning Act 2008 Harrow Council, as CIL collecting authority, has responsibility for the collection of the Mayoral CIL

The Provisional Mayoral CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £60/sqm is £35,808.00

This amount includes indexation which is 318/318. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

You are advised to visit the planningportal website where you can download the appropriate document templates.

Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0.

https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf

https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf

If you have a Commencement Date please also complete CIL Form 6:

https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf

The above forms should be emailed to HarrowCIL@Harrow.gov.uk

Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges and penalties

4. Harrow CIL

Harrow has a Community Infrastructure Levy which applies Borough wide for certain developments of over 100sqm gross internal floor space.

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 Provisional Harrow CIL liability for the application, based on the Harrow CIL levy rate for Harrow of £110/sqm is £ 95,541.29

This amount includes indexation which is 326/224. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

The CIL Liability is payable upon the commencement of development.

You are advised to visit the planningportal website where you can download the relevant CIL Forms.

Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0 .

https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf

https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf

If you have a Commencement Date please also complete CIL Form 6:

https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf

The above forms should be emailed to HarrowCIL@Harrow.gov.uk

Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges

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. Construction Design Management Regulations

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

10. 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

11. The applicant is advised that separate arrangements must be made for waste servicing for the commercial uses proposed on site, whether this is through the Council's commercial services or through a private service.

APPENDIX 2: SITE PLAN

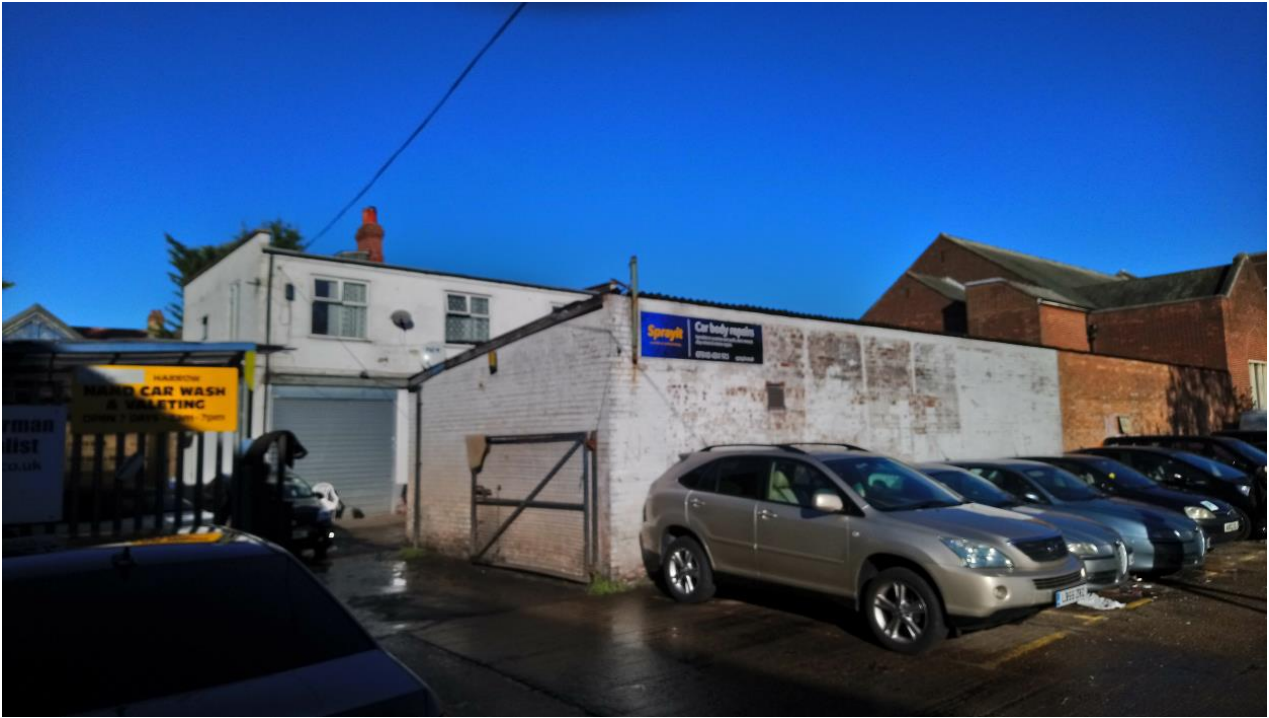


Existing Site Plan



Proposed Site and Ground Floor Plan

APPENDIX 3: SITE PHOTOGRAPHS

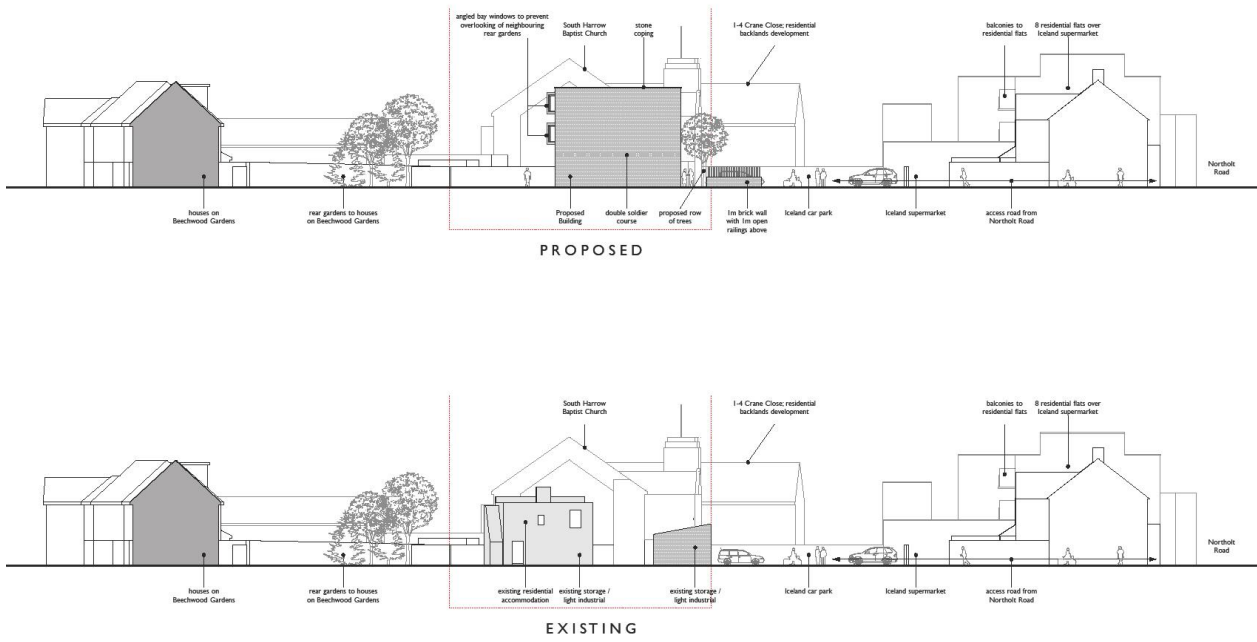




APPENDIX 4: PLANS AND ELEVATIONS



Proposed First Floor Plan (second floor is identical)



Side Elevation View front South-West

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