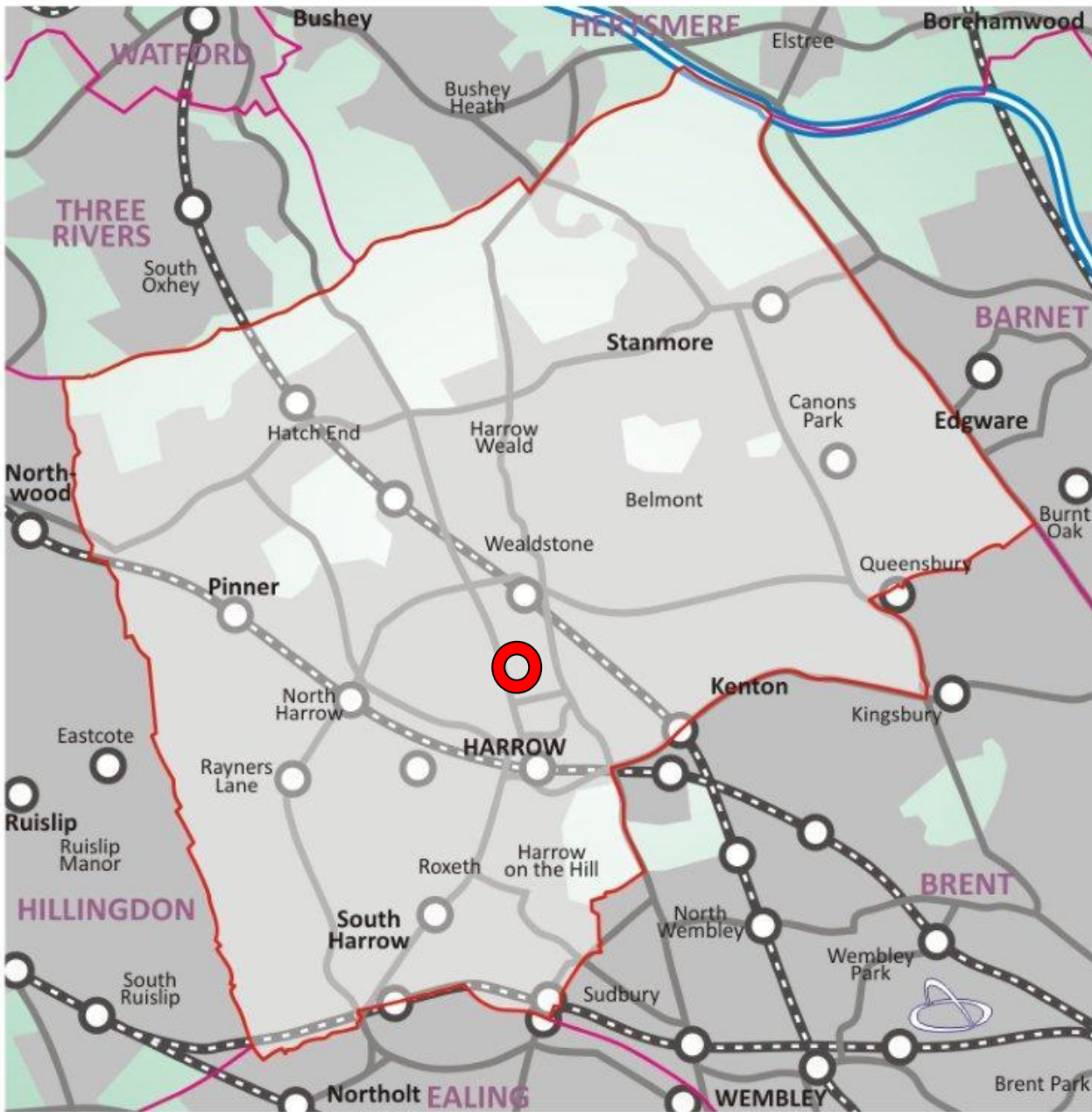
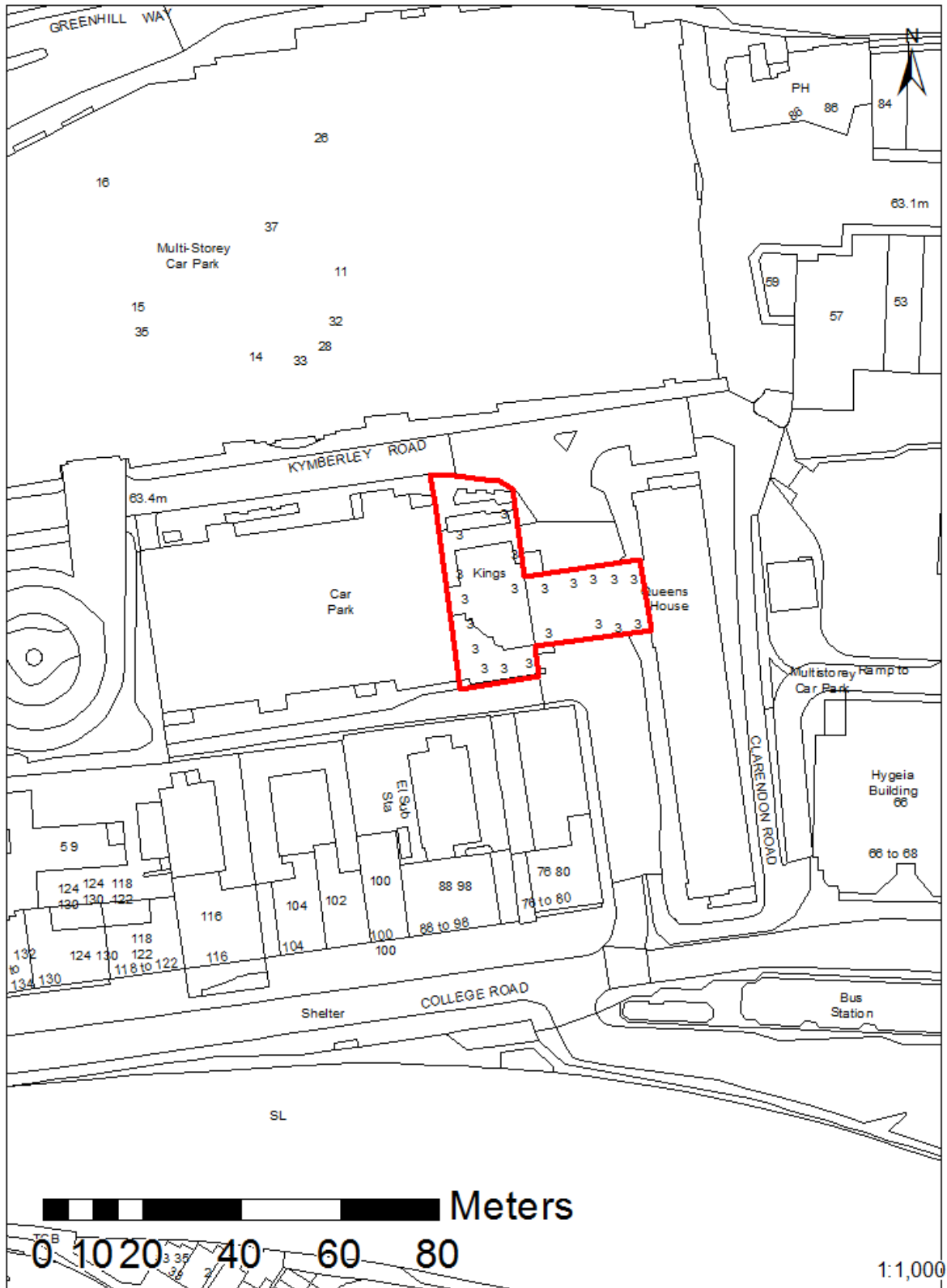


 = application site



Queens House 3 Kymberley Road	P/4455/18
--------------------------------------	------------------

Queens House, 3 Kymberley Road



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. 2020. DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2020)



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

22nd January 2020

APPLICATION NUMBER: P/4455/18
VALIDATE DATE: 30/11/2018
LOCATION: QUEENS HOUSE, 3 KYMBERLEY ROAD
WARD: GREENHILL
POSTCODE: HA2 0EG
APPLICANT: MR HARROW HOLDINGS
AGENT: BROOKS/MURRAY ARCHITECTS
CASE OFFICER: KATIE PARKINS
STATUTORY EXPIRY DATE: 15/02/2019
EXTENDED EXPIRY DATE: 22/04/2020

PROPOSAL

Two additional floors to the existing building to provide 16 flats; Provision of 2 parking spaces; Associated cycle and refuse stores

The Planning Committee is asked to:

RECOMMENDATION A

The Planning Committee is asked to:

- 1) Agree the reasons for approval as set out in this report, and
- 2) Subject to no objection from the ministry of defence
- 3) Grant planning permission subject to authority being delegated to the Interim Chief Planning Officer in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and other enabling legislation and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:
 - i) Parking permit restriction;
 - ii) Early and Late Stage Review, Commuted sum – amount TBC;
 - iii) Travel Plan – TBC;
 - iv) Carbon Offset- £23,606;
 - v) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement

REASON FOR THE RECOMMENDATION

The proposed redevelopment of the site would provide an additional sixteen new dwellings of an acceptable standard of residential accommodation. The siting of the development would be appropriate in this location and would not be at odds with the existing character of development in the immediate area. The proposed internal layouts, specifications and management of the proposed development would provide an acceptable standard of accommodation in accordance with Policies 3.3 and 3.5 of The London Plan (2016) and Policy DM1 of the DMP (2013).

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework (2019), the policies and proposals in The London Plan (2016), the Harrow Core Strategy (2012) and the Development Management Policies Local Plan (2013), and to all relevant material considerations, and any comments received in response to publicity and consultation.

RECOMMENDATION B:

That if the Section 106 Agreement is not completed by 22nd April 2019 or such extended period as may be agreed in writing by the Interim Chief Planning Officer, then delegate the decision to the Divisional Director of Planning to **REFUSE** planning permission for the appropriate reason.

The proposed development, in the absence of a legal agreement to provide parking permit restrictions, carbon off-set contribution and an affordable housing contribution that directly relates to the development, would fail to ensure that the development in this location prioritises access by sustainable modes and does not place additional transport stress on the public highway, in accordance with the National Planning Policy Framework (2019), policies 3.11, 3.12, 5.2, 5.3 and 6.13 of the London Plan (2016), policies H5, H8, T6 and SI2 of the Draft London Plan (2019), policies CS1.J, CS1.R and CS1.T of the Core Strategy (2012) and policies DM1, DM12, DM14 and DM43 of the Harrow Development Management Policies Local Plan (2013).

INFORMATION

This application is reported to Planning Committee as it falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	(E) Largescale Major Dwelling Development
Council Interest:	N/A
Additional Floorspace:	1570 (residential)

GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£94,200
Local CIL requirement:	£172,700

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

Housing		
	Proposed Density hr/ha	*Please see the note below.
	Proposed Density u/ha	*Please see the note below.
	PTAL	6b
	London Plan Density Range	*Please see the note below.
Dwelling Mix	Studio (no. / %)	
	1 bed (no. / %)	8 (50%)
	2 bed (no. / %)	6 (37.5%)
	3 bed (no. / %)	2 (12.5%)
	4 bed (no. / %)	0
	5 bed (no. / %)	0
	Overall % of Affordable Housing	N/A
	Social Rent (no. / %)	N/A
	Intermediate (no. / %)	N/A
	Private (no. / %)	N/A
	Commuted Sum	To be confirmed.
	Comply with London Housing SPG?	Yes
Comply with M4(2) of Building Regulations?	Yes	

* The prior approval of the LPA was granted for the conversion of Queens House into 92 flats (P/5015/17/PRIOR). Therefore, in calculating the density it would be appropriate to calculate it on the cumulative provision of the proposed development and assuming that the extant prior approval scheme would be implemented, which would provide a total of 108 units. However, given the nature of the prior approval scheme, detailed floorplans were not submitted to the LPA and therefore the number of habitable rooms are unknown. Therefore, it is not possible to calculate the total number of habitable rooms per hectare. However, the cumulative density would be 1,576 units per hectare.

Transportation		
Car parking	No. Existing Car Parking spaces	-
	No. Proposed Car Parking spaces	-
	Proposed Parking Ratio	-
Cycle Parking	No. Existing Cycle Parking spaces	-
	No. Proposed Cycle Parking spaces	24
	Cycle Parking Ratio	0.6
Public Transport	PTAL Rating	6b
	Closest Rail Station / Distance (m)	Harrow on the Hill Station
	Bus Routes	Within walking distance of Harrow Bus Station.
Parking Controls	Controlled Parking Zone?	Double yellow lines
	CPZ Hours	-
	Previous CPZ Consultation (if not in a CPZ)	-
	Other on-street controls	Double yellow lines
Parking Stress	Area/streets of parking stress survey	-
	Dates/times of parking stress survey	-
	Summary of results of survey	-
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	To be included internally at ground floor level.

PART 2 : Assessment

1. SITE DESCRIPTION

- 1.1. Queens House is a 1980s eight storey office building with attached multi-storey car park located adjacent to Clarendon Road, Kymberley Road and College Road, within Harrow town centre.
- 1.2. The entrance to Queens House is not at a level threshold with the adjacent pavement
- 1.3. The site is located within the Harrow Town Centre boundaries and the Harrow and Wealdstone Opportunity Area, but lies outside the designated primary shopping area.
- 1.4. The site has a public transport accessibility level (PTAL) of 6b and is therefore in a highly sustainable location and within walking distance of Harrow on the Hill Station, Harrow Bus Station, and local amenities including shopping centres, gyms, restaurants etc.
- 1.5. The site is not identified within any flood zones the access to the site i.e. from 'Kymberley Road' is identified within surface water flood zone 3a and 3b according to our surface water flood maps. The site is at a risk of localised surface water flooding.
- 1.6. Prior approval was granted (P/5015/17/PRIOR) for the change of use of the building to 92 self-contained units. The Planning Statement confirms that internal works have been undertaken, but the permission has not been implemented.
- 1.7. The application site is located with the RAF Safeguarding – green zone.

2 PROPOSAL

- 2.1 It is proposed to create an additional two floors to provide an additional 16 flats, with the following mix:
 - 8 x 1 bedroom
 - 6 x 2 bedroom
 - 2 x 3 bedroom

3 RELEVANT PLANNING HISTORY

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

P/0080/17	Prior Approval Office to Residential – Conversion Of Offices (Class B1A) To 374 Self-Contained Flats(Class C3) (Prior Approval Of Transport & Highways Impacts Of The Development Contamination And Flooding Risks On The Site	Withdrawn
-----------	--	-----------

	And Impacts Of Noise From Commercial Premises On The Intended Occupiers	
P/0267/17	EIA Screening Opinion	EIAOP ; 07/02/2017
P/0311/15	Certificate of lawful proposed development: Multiple changes to site.	Withdrawn.
P/0607/15	Prior Approval Office to Residential – Conversion Of Offices (Class B1A) To 200 Self-Contained Flats (Class C3) (Prior Approval Of Transport & Highways Impacts Of The Development And Of Contamination Risks And Flooding Risks On The Site)	Granted; 09/04/2015
P/3456/17/PRIOR	Prior Approval Office to Residential – Conversion Of Offices (Class B1a) To 93 Self-Contained Flats(Class C3) (Prior Approval Of Transport & Highways Impacts Of The Development, Contamination And Flooding Risks On The Site And Impacts Of Noise From Commercial Premises On The Intended Occupiers Of The Development)	Refused; 07/09/2017
P/4009/14	Prior Approval Office to Residential – Conversion Of Offices (Class B1A) To 64 Self-Contained Flats (Class C3) (Prior Approval Of Transport & Highways Impacts Of The Development And Of Contamination Risks And The Flooding Risks On The Site)	Granted; 25/11/2014
P/4658/14	Prior Approval Office to Residential – Conversion Of Offices (Class B1A) To 200 Self-Contained Flats (Class C3) Prior Approval Of Transport Impacts Of The Development And Of Contamination Risks And Flooding Risks On The Site)	Granted; 26/01/2015
P/0731/19	External Alterations To Existing Building To Remove Existing Ledge And Replace Windows With New Doors And Privacy Screen	Refused: 11/07/2019
P/2757/19	Non-Material Amendment To Prior Approval P/5015/17/PRIOR Dated 6.2.18 To Allow For The Addition Of Two Smoke Shafts 2M Above Roof Level And Inclusion Of Windows At First Floor Level Under Existing Link Bridge	Refused: 17/07/2019
P/2762/19	Variation to wording of Condition 2 attached to Prior approval P/5015/17/PRIOR dated 6.2.18 to provide a minimum of 90 long stay Cycle parking facilities	Refused.
P/2376/19/PRIOR	Change of use from offices (class b1a) to 96 self-contained flats(class c3) (prior approval of transport & highways impacts of the development, contamination and flooding risks on the site and impacts of noise from commercial premises on the intended occupiers of the development) 1. In the absence of a Transport Assessment, there is insufficient information for the Local Planning Authority to make a determination as to whether the proposal would result in a detrimental	Refused: 09/08/2019

	<p>impact on transport network and highways, contrary to the National Planning Policy Framework (2019), policy 6.3 of The London Plan (2016), policy T4 of The Draft London Plan (2017), and policy DM42 of the Harrow Development Management Policies Local Plan (2013). The proposal is therefore not in compliance with the requirements of Class O, Condition O.2 (a) of the Town and Country Planning (General Permitted Development (England) Order 2015, as amended.</p> <p>2. In the absence of any information demonstrating that potential noise impacts on future occupiers would be within acceptable levels, and/or that sufficient mitigation measures would be implemented, it is considered that insufficient information has been submitted for the Local Planning Authority to make a determination with respect to noise impacts on future occupiers. The proposal is therefore contrary to the National Planning Policy Framework (2019), policy 7.15 of The London Plan (2016), policy D13 of The Draft London Plan (2017), and Policy DM1 of Harrow's Development Management Policies Local Plan (2013). The proposal is therefore not in compliance with the requirements of Class O, Condition O.2 (d) of the Town and Country Planning (General Permitted Development (England) Order 2015, as amended.</p> <p>3. Floor plans have not been submitted, nor have details of the number of bedspaces per unit. In the absence of this information therefore, it is not possible to determine the minimum cycle parking requirements for the proposed development, nor has it been demonstrated that there would be sufficient space within the curtilage of the site to provide sufficient cycle parking, in accordance with the standards required in policy T6.1 of The Draft London Plan (2017). The proposal is therefore contrary to the National Planning Policy Framework (2019), policy CS1.R of the Harrow Core Strategy (2012), policy T5 of the Draft London Plan (2017), policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).</p> <p>4. Due to the lack of information submitted, it has not been demonstrated to the satisfaction of The Local Planning Authority that sufficient accessible parking spaces would be provided within the curtilage of the site, in accordance with the standards required in The Draft London Plan (2017). The proposal is therefore contrary to the National Planning Policy Framework (2019), policy</p>	
--	--	--

	T.6 of The Draft London Plan (2017) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).	
P/4348/19	Creation of four balconies with glass balustrades at first floor level on rear elevation.	Granted: 19/12/2019
P/4518/19/PRIOR	Change of use from offices (class b1a) to 96 self-contained flats(class c3) (prior approval of transport & highways impacts of the development, contamination and flooding risks on the site and impacts of noise from commercial premises on the intended occupiers of the development)	Refused: 18/12/2019
P/5276/19/PRIOR	Change of use from offices (class b1a) to 96 self-contained flats(class c3) (prior approval of transport & highways impacts of the development, contamination and flooding risks on the site and impacts of noise from commercial premises on the intended occupiers of the development)	Current application

4 **CONSULTATION**

4.1 A total of 158 consultation letters were sent to neighbouring properties regarding this application. Letters were sent out on 13/02/2018 and the overall public consultation period expired on 21/12/2018. No responses were received in relation to this proposal.

4.2 **Statutory and Non Statutory Consultation**

4.3 The following consultations have been undertaken:

4.4 **External Consultation**

<p>Consultee</p> <p>Thames Water</p> <p>With regard to waste water network and infrastructure capacity – no objection. With regards to surface water drainage – Thames Water advises the developer to follow the sequential approach to the disposal of surface water.</p> <p>Officer Comments <i>Noted</i></p>
<p>Natural England</p> <p>No comment.</p> <p>Officer Comments <i>Noted</i></p>
<p>Transport for London (TfL)</p> <p>London Underground Protection - No comment. TfL Spatial Planning - no comments to make on this planning application</p>

other than to emphasise the development should comply with the transport policies set out in the draft London Plan.

Officer Comments

Noted

4.5 Internal Consultation

Consultee

LBH Highways

This proposal is in addition to a previous approval for 93 flats at this site. The location is in a ptal 6b area meaning that access to public transport is considered to be excellent. There is a wealth of amenities locally within walking distance including shops and leisure facilities.

Due to the high ptal location, this site as a car free proposal is acceptable. This needs to be further supported by a parking permit restriction secured via s106 agreement.

The proposed disabled person's parking spaces should ideally be located with the parking spaces proposed for the previously approved scheme. The size at 2m x6m is not compliant with London Plan standards which require a wider parking space – minimum 2.4m with a 1.2m safety zone. Disabled drivers would be required to enter and exit their car on the roadside where servicing vehicles pass/stop. It is accepted that the frequency of potential conflict between servicing and disabled parking may not be especially high but could still present a problem at times. Although proposed within the extents of the site area, the proposed parking is within an area that could be misconstrued as public space. The intention to use this area for combined servicing, disabled parking and shared space is not really necessary if the disabled parking could be relocated to the MSCP.

The proposed level of cycle parking is acceptable however the layout plans are not attached at appendix B therefore I am unable to comment. Cycle parking details can be conditioned.

As this is a busy town centre location, we would require further details of how the construction work would take place and request a construction logistics plan via pre-commencement condition.

An updated travel plan should be supplied including the new flats and revised figures.

Officer Comments

Noted

LBH Housing Enabling Officer

This scheme is not policy compliant as it does not meet the Council's Affordable Housing Planning Obligations as follows:

- As far as viability allows, the council require the maximum reasonable level of Affordable Housing on each scheme; with a borough wide target of **40% Affordable Housing (AH)**.

- Of this figure, the council requires a **60/40 split for Affordable Rental / Shared Ownership** housing provision.
- The overall Queens House scheme includes 92 units under Office to Residential Permitted Development with a newbuild extension of 16 additional units (which triggers the s106 obligation to provide Affordable homes) on additional 2 storeys.
- For the scheme to be compliant, 6 units of the new units (40%) would have to be offered as Affordable Housing, with 4 units (60%) being offered as Affordable Rent and 2 units (40%) Shared Ownership.
- Due to the constraints of the site, none of the suggested site configurations offered by the developers to provide Affordable Housing on the site met Housing's stipulations for their delivery (eg for management reasons, Affordable Rental units could not share a core with Private units).
- Therefore, no on-site Affordable Housing solution could be reached due to the constraints, making the scheme non-compliant.

Officer Comments

Noted

LBH Drainage Department

With regards to the above planning application, please be advised that although the site is not identified within any flood zones the access to the site i.e. from 'Kymberley Road' is identified within surface water flood zone 3a and 3b according to our surface water flood maps. The site is at a risk of localised surface water flooding.

As the proposal will increase the number of people occupying the building the users should be aware of the emergency planning information and safe evacuation route, hence our requirement for Emergency Planning Information.

A Flood Risk Assessment has not been submitted by the applicant.

The following details should be provided.

- Flood Maps
Flood extent, fluvial flood levels, surface water flood depth and velocity maps should be submitted.
The flood extent, surface water flood depth and velocity maps can be requested from infrastructure@harrow.gov.uk for a fee of £27 per map.
(Please be advised that the requested flood data cannot be conditioned)
- Emergency Planning:
The applicant should refer to LB Harrow SFRA, Emergency Flood Plan, NPPF and EA flood warning procedures for evacuation. Details of safe dry access/egress arrangements and a plan indicating a safe route for the occupants and users away from the source of flooding should be submitted. **(Please be advised that the requested Emergency Planning Information can be conditioned)**

LBH Planning Policy

The Energy Strategy Report dated 12 September 2018 and prepared by Price & Myers correctly identifies that under the London Plan that the development needs to be zero carbon, with at least a 35% reduction in carbon emissions achieved through on site measures. The proposed onsite measures broadly follow the energy hierarchy, achieving a 7.8% reduction in carbon emissions through energy efficiency measures; whilst below the 10% required in the draft New London Plan is acceptable given the proposal is an upwards extension to an existing building which limits some of the scope for building fabric measures. A further 27.1% reduction is achieved through renewable energy (solar PV). These combined achieve the required 35% on-site reduction. A carbon offset contribution of £23,606 is proposed to achieve zero carbon (offsetting the remaining 13.11 tonne of carbon per year at a rate of £1,800 per tonne or £60 per tonne per year for 30 years).

The energy strategy is therefore acceptable and compliance should be conditioned as part of any permission, with a requirement to submit details of actual carbon emissions / reductions achieved once the development is completed.

Payment of the carbon offset contribution should be secured by way of S106 agreement, with payment up front and a requirement for a post-construction assessment to determine if any additional carbon reductions need to be offset to achieve the zero carbon requirement.

Officer Comments

Noted

5 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 In this instance, the Development Plan comprises The London Plan 2016, The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP].

5.3 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 (2019), as this will eventually replace the current London Plan (2016) when adopted and forms part of the development plan for the Borough.

- 5.4 The document was originally published in draft form in December 2017 and subject to Examination in Public (EiP) with the Panel's report published in October 2019. The Mayor of London has considered these recommendations, and has either accepted them or where not, provided justification as to why accepting them would not be appropriate. The Mayor has now submitted to the Secretary of State an 'Intend to Publish' version of The Plan. It is for the Secretary of State to determine whether he agrees with the revised Plan and it ought to be published in that form.
- 5.5 The Draft London Plan is a material planning consideration that holds significant weight in determining planning applications, with relevant polices referenced within the report below and a summary within Informative 1.

6 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- RAF Safeguarding;
- Character and Appearance of the Area
- Impact to Residential Amenity
- Affordable Housing
- Housing Supply, Density and Overall Housing Mix
- Standard of Residential Accommodation
- Accessibility
- Traffic and Parking
- Drainage
- Energy and Sustainability

6.2 Principle of Development

- 6.2.1 Having regard to the planning designations on the site, there are no development plan policies that specifically preclude the provision of residential dwellings here. The provision of additional housing on this site would contribute to the strategic vision of Policy 3.3 of The London Plan (2016) which recognises the need for more homes throughout Greater London and Policy CS1 of the Harrow Core Strategy (2012) with regards to the provision of additional housing within the borough.
- 6.2.2 Policy DM24 of the Harrow Development Management Policies Local Plan (2013) requires that proposals secure an appropriate mix of housing on the site and contribute to the creation of inclusive and mixed communities. The appropriate mix of housing should have regard to the location of the site, the character of the surroundings and the need to optimise housing output on previously developed land.

6.2.3 The proposed residential use would be consistent with surrounding land uses. The use of the land for residential uses could therefore be supported in principle and would make a contribution to the housing stock in the borough. For these reasons it is considered that the principle of the use of this site for the provision of housing is acceptable, subject to consideration of further policy requirements as detailed below.

6.2.4 Given the above, the principle of the proposed development to create an additional 16 flats is considered to be acceptable by officers, subject to consideration of further policy requirements as detailed below.

6.3 **RAF Safeguarding**

6.3.1 The application site is within RAF Safeguarding Green Zone. The Ministry of Defence has been consulted on this application. Therefore, in accordance with Recommendation A above, it is proposed that planning permission is granted subject to no objection from the Ministry of Defence.

6.4 **Character and Appearance of the Area**

6.4.1 The proposed additional floors would not be set-back from the edge of the building, however it would feature double-height recessed balconies which assists in breaking up the bulk and mass of the additional two floors, whilst providing some form of interest. The proposal is considered to be of a scale, design and appearance which would relate well to the scale of the original building. It would not be unduly prominent or incongruous and would not result in a detrimental impact to the character and appearance of the original building and its surroundings.

6.4.2 **Refuse Storage**

6.4.3 Policy DM45 of the Development Management Policies Local Plan states that 'all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and the collection of organic material for composting'. In terms of character and appearance, this policy requires refuse storage bins to 'be located and screened to avoid nuisance to occupiers and adverse visual impact'.

6.4.4 The proposed ground floor plan indicates that 2 x 1280 litre and 2x 1100 litre bins would be provided in a large refuse store at ground floor level. A condition is appropriate to ensure such refuse bins are provided, prior to the first occupation of the units.

6.4.5 It is therefore considered that the proposed development would not result in a detrimental impact to the character and appearance of the surrounding area, in accordance with the high quality design aspirations of the National Planning Policy Framework (2019), policies 3.5, 7.4 and 7.6 of The London Plan (2016), policy CS1 of the Core Strategy (2012), policy DM1 of the Harrow Development

Management Policies Local Plan (2013) and the Supplementary Planning Document: Residential Design Guide (2010).

6.5 **Impact to Residential Amenity**

6.5.1 The site is bounded by a multi-storey car park to the west, St George Shopping Centre to the north, and Kings House which is sited to the east and adjoins the application site, via a bridged section, which extends across Kymberley Road. Kings House is a former office building which has the prior approval of the LPA for the conversion of the building from offices to 92 self-contained flats (P/5015/17/PRIOR). Given the nature of the surrounding uses, the proposed development would not result in a detrimental impact to residential amenities.

6.5.2 The proposal therefore complies with the high quality design aspirations of the National Planning Policy Framework (2019), policy 7.6 of The London Plan (2016), policy CS1 of the Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Residential Design Guide (2010).

6.6 **Affordable Housing**

6.6.1 Given the nature of the residential use of the site, and the proposed quantum of units, the application is liable to provide an affordable housing contribution. In support of the planning application, the applicant has submitted a Financial Viability Assessment, which attempts to demonstrate that the proposed development is unable to provide a policy compliant scheme in terms of affordable housing provision. Furthermore, it is given that the design of the building does not lend itself to an on-site affordable housing provision, given that the affordable and market units would share a single core, which is considered undesirable by registered providers. Therefore, in accordance with the comments received from the Housing Enabling Officer, it is considered appropriate for the LPA to secure a commuted sum. The applicant has agreed to the principle of a commuted sum obligation. At the time of writing this report, the Council has tendered an external review of the applicant's FVA and the negotiations in relation to the commuted sum, early and late stage review cap are ongoing. Therefore in accordance with the above recommendation, the Planning Committee is requested to grant planning permission subject to the conclusion of the S106 Agreement, which would include a financial contribution for the provision of affordable housing.

6.7 **Housing Supply, Density and Overall Housing Mix**

6.7.1 The application site area is 0.571 hectares and it has a public transport accessibility level (PTAL) score of 6b indicating an excellent level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a Central setting.

6.7.2 The development proposed here would contribute towards the housing stock and increase the choice of housing in the borough and would therefore find some support in policies 3.5 and 3.8 of The London Plan (2016). The prior approval of the LPA was granted for the conversion of Queens House into 92 flats

(P/5015/17/PRIOR). Therefore, in calculating the density it would be appropriate to calculate it on the cumulative provision of the proposed development and assuming that the extant prior approval scheme would be implemented, which would provide a total of 108 units. However, given the nature of the prior approval scheme, detailed floorplans were not submitted to the LPA and therefore the number of habitable rooms are unknown. Therefore, it is not possible to calculate the total number of habitable rooms per hectare.

6.7.3 The following is a breakdown of the proposed housing mix across the scheme:

- 8 x 1 bedroom (50%)
- 6 x 2 bedroom (37.5%)
- 2 x 3 bedroom (12.5%)

6.7.4 Overall, it is considered that the proposed development would provide a satisfactory density and mix of residential accommodation within the site. The proposed units would provide an increased stock of housing within the borough and would therefore comply with policies and guidance listed above

6.7.5 The proposal therefore complies with the National Planning Policy Framework (2019), policies 3.4, 3.8 and 3.9 of The London Plan (2016), policy CS1 of the Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Residential Design Guide (2010).

6.8 **Standard of Residential Accommodation**

6.8.1 All 16 of the proposed flats would have sufficient gross internal area and storage space to comply with policy 3.5C of The London Plan (2016). Given this proposal is to construct an additional two floors to provide an additional 16 flats and its relationship with neighbouring properties, an acceptable standard of privacy would be provided for future residents. Seven of the proposed sixteen flats, would have a single aspect. However, the dwellings would not be exposed to harmful levels of external noise and due to its height, its daylight and sunlight will not be obstructed by other buildings. On this basis, it is considered that the proposal would provide an adequate level of daylight, sunlight and outlook for future occupiers. It is considered that the size and layout of the proposed development would result in an acceptable form of accommodation for future residents

6.8.2 **Amenity Space**

6.8.3 Policy DM27 Amenity Space of the Development Management Policies Local Plan document states that the appropriate form and amount of amenity space should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy. Paragraph 4.65 of the Council's adopted SPD – Residential Design Guide (2010) states "*where balconies are accepted as the only form of amenity space to be within a development, then they should be at least 1.5 metres in depth and of sufficient size to be used as a sitting out area*". The proposed flats would have balconies with a depth of 1.5m, and are considered to be of a suitable size to meet the needs of future residents. Where balconies are facing one another, a

privacy screen would be installed. A condition is considered appropriate which would require details of the privacy screen between flats 1 and 5 and 2 and 3 to be submitted to the LPA for approval, and installed prior to the first occupation of the units.

6.8.4 The proposed development therefore complies with the National Planning Policy Framework (2019), policy 3.5C of The London Plan (2016), Core Policy CS1 of the Harrow Core strategy (2012), policies DM1 and DM27 of the Harrow Development Management Policies Local Plan (2013) and the adopted Residential Design Guide Supplementary Planning Document (2010).

6.8.5 Internal Noise

6.8.6 With regards to vertical stacking, any disturbance is likely to be addressed by soundproofing as per building regulations and therefore this would not substantiate a reason for refusal.

6.9 Accessibility

6.9.1 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. In October 2015 these standards were replaced by New National Standards which require homes to meet Building regulation M4(2) - 'accessible and adaptable dwellings'. A Condition is recommended to ensure that the proposed development meets regulation M4(2) of the Building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all.

6.9.2 On this basis, it is considered that the proposal complies with the high quality design aspirations of the National Planning Policy Framework (2019), policies 3.5 and 7.2 of The London Plan (2016), policy CS1 of the Core Strategy (2012), policies DM1 and DM2 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Residential Design Guide (2010).

6.10 Traffic and Parking

6.10.1 The London Plan (2016) policies 6.3, 6.9 and 6.13 seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel. Core Strategy Policy CS 1 R and policy DM 42 of the Development Management DPD, also seeks to provide a managed response to car use and traffic growth associated with new development.

6.10.2 The application site is in a PTAL 6b location and is therefore in a highly sustainable location. The highways authority has raised no objection to the application subject to an agreement that the future occupiers are not eligible for parking permits in the neighbouring Controlled Parking Zone. This would be secured within the S106 Agreement.

6.10.3 Cycle Parking

6.10.4 Policy 6.9 and table 6.3 of The London Plan (2016) require the provision of 1 secured cycle space per 1-bedroom unit, and 2 secured cycle spaces per all other dwellings. Therefore, the proposal would require the provision of 24 secured cycle parking spaces. The Highways Department was consulted on the application, who raised no objection in this regard, subject to a condition which would require details of cycle parking to be submitted to the LPA for approval.

6.10.5 Subject to the above, the proposal complies with the high quality design aspirations of the National Planning Policy Framework (2019), policies 6.3, 6.9 and 6.13 of The London Plan (2016), policy CS1 of the Core Strategy (2012), policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013) and the Supplementary Planning Document: Residential Design Guide (2010).

6.11 Drainage

6.12 The Drainage Department have confirmed that the site is not identified within any flood zones the access to the site i.e. from 'Kymberley Road' is identified within surface water flood zone 3a and 3b according to our surface water flood maps. The site is at a risk of localised surface water flooding. The application was accompanied by a 'Sitecheck Flood' report, however the report does not contain flood maps. The proposed development would not result in any additional hardsurfacing on the site and would therefore have a neutral impact in terms of flood risk. The Drainage Department was consulted who confirmed that flood extent, fluvial flood levels, surface water floor depth and velocity maps should be submitted. The applicant shall be advised to submit such maps prior to the Planning Committee meeting. An addendum shall be issued to address this matter. In addition, the Drainage Department also requested a condition which requires details in relation to emergency planning to be submitted to the LPA for approval, prior to occupation. Such a condition has been included.

6.13 Subject to the above, the proposal therefore complies with the National Planning Policy Framework (2019), policies 5.12 and 5.13 of The London Plan (2016), policy CS1 of the Core Strategy (2012) and policies DM1, DM9 and DM10 of the Harrow Development Management Policies Local Plan (2013).

6.14 Energy and Sustainability

6.14.1 Policy 5.2 of The London Plan (2016) and policy DM12 of the DMP seeks to minimise the emission of carbon dioxide by being lean, clean and green, and requires all new residential development to achieve zero carbon.

6.14.2 The Design and Access Statement confirms that the proposed flat roof would have a green roof and PV panels. This is considered to be acceptable and conditions are recommended in accordance with policies DM12 and DM21 of the Development Management Local Plans Policies 2013 to secure such sustainability features.

- 6.14.3 The application is accompanied by an Energy & Sustainability Statement which outlines a number of sustainability and carbon reduction proposals and is broadly considered to follow GLA guidance for such statements. In reducing carbon emissions, the energy statement follows the energy hierarchy by seeking to use less energy in the first instance (be lean), supplying energy efficiently (be clean) and finally using renewable energy (be green).
- 6.14.4 The proposed onsite measures broadly follow the energy hierarchy, achieving a 7.8% reduction in carbon emissions through energy efficiency measures; whilst below the 10% required in the draft New London Plan it is acceptable given the proposal is an upwards extension to an existing building which limits some of the scope for building fabric measures. A further 27.1% reduction is achieved through renewable energy (solar PV). These combined achieve the required 35% on-site reduction. In addition, water use will be reduced to a maximum of 105l/person/day through the use of low flow equipment as such as smaller baths, dual flush WCs and low flow taps and showers, in accordance with the target provided in policy 5.15 of The London Plan (2016) and SI.5 of The Draft London Plan (2019).
- 7.4 An offset contribution will be required to fund carbon reduction measures elsewhere in the borough. This equates to a contribution of £23,606. Provided this contribution is secured through a section 106 contribution, the energy strategy is considered to meet relevant London Plan policies. In addition a condition requiring that the development is constructed and operated generally in accordance with the energy strategy submitted with the application is considered to be appropriate.
- 7.5 Subject to the above, the proposed development complies with the National Planning Policy Framework (2019), policies 5.2, 5.3 and 5.15 of The London Plan (2016), policies SI2 and SI5 of The Draft London Plan (2019), policy CS1.T of the Core Strategy (2012) and policies DM1, DM12 and DM14 of the Harrow Development Management Local Plan (2013).

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed development would provide a high quality development to provide an additional 16 residential flats. The proposed internal layouts and specifications offered by the proposed development would provide an acceptable standard of accommodation. Furthermore, subject to successful negotiations, the proposal would result in a financial contribution to the provision of affordable housing within the borough.
- 7.2 The proposal is appropriate in terms of its size, scale and design and would not result in a detrimental impact to the character and appearance of the original building or the wider area.
- 7.3 The proposed development, due to its relationship with neighbouring properties, in particular separation distances, would have an acceptable impact in terms of residential amenity.
- 7.6 The recommendation to approve planning permission has been taken having regard to the National Planning Policy Framework (2019), the policies and proposals in

The London Plan (2016), the Draft London Plan (2019), the Harrow Core Strategy (2012) and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

APPENDIX 1: Conditions and Informatives

Conditions

1 Timing

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

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

2 Approved Drawing and Documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Affordable Housing Viability Report dated 27th June 2019; Air Quality Assessment dated October 2018; Drainage Statement; Transport Statement; Energy Strategy Report; Sustainability Statement; Sitecheck Flood; Planning Statement; Daylight and Sunlight Study; Statement of Community Involvement; Affordable Housing Statement; Design and Access Statement; 1196.03-099; 1196.03-103; 1196.03-102_E; 1196.03-101_E; 1196.03-100; 1196.03-502_CGI2; 1196.03-502_CGI; 1196.03-201_B; 1196.03-301; 1196.03-300; 1196.03-202_B; 1196.03-203_B; 1196.03-001; 1196.03-019; 1196.03-018; 1196.03-017; 1196.03-016; 1196.03-015; 1196.03-014; 1196.03-013; 1196.03-012; 1196.03-011; 1196.03-010; 1196.03-002; 1196.03-020; 1196.03-031; 1196.03-030; 1196.03-023; 1196.03-022; 1196.03-021; 1196.03-019.

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

3 Materials

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been provided to view on site, and approved in writing by, the local planning authority:

- Facing materials for the extension;
- Windows and doors;
- Balconies

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

REASON: To safeguard the appearance of the locality. To ensure that the materials are agreed in time to be incorporated into the development, in accordance with policies 7.4.B of The London Plan (2016) and policy DM1 of The Development Management Policies Local Plan (2013).

4 Construction Logistic Plan

No development shall take place, including any works of demolition, until a Detailed Construction Logistics Plan has been submitted to, and approved in writing by, the local planning authority in accordance with the format and guidance provided by the Transport for London – www.constructionlogisitcs.org. The Detailed Construction Logistics Plan shall provide for:

- (a) Parking of vehicles of site operatives/visitors;
- (b) HGV access to site – loading and unloading of plant and materials;
- (c) Number of HGV's anticipated;
- (d) Storage of plant and materials used in constructing the development;
- (e) Programme of work and phasing;
- (f) Site layout plan;
- (g) Highway condition (before, during, after);
- (h) Measures to control dust, vibration and dirt during demolition, earthworks and construction;
- (i) A scheme for recycling/disposing of waste resulting from demolition, earthworks and construction works;
- (j) Details showing the frontage/ the boundary of the site enclosed by site hoarding to a minimum height of 2 metres;
- (k) Details of cranes and other tall construction equipment (including obstacle lighting).

The development shall be carried out in accordance with the approved Detailed Construction Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers and to ensure that development does not adversely affect safety on the transport network in accordance with policy 6.3 of The London Plan (2016) and policies DM1 and DM43 of the Harrow Development Management Policies Local Plan (2013).

5 Travel Plan

The flats hereby approved shall not be first occupied until arrangements for the implementation, including monitoring and review, of a Travel Plan for the site (that shall first have been submitted to, and agreed in writing by, the local planning authority) have been secured. The Travel Plan (as so agreed in writing) shall remain in force for the duration of the residential occupation of the site unless otherwise agreed in writing by the local planning authority. The Travel Plan shall include details of the monitoring and survey methodology and the first survey shall be undertaken within 6 months or at 75% occupation, whichever is first, and then annually on the same month each year. Survey and monitoring results should also be submitted to Harrow Council for review.

REASON: To ensure that opportunities for more sustainable transport modes are fully exploited in accordance with the National Planning Policy Framework (2019), policy 6.13 of the London Plan (2019) and Policy DM 43 of the Harrow Development Management Policies Local Plan (2013).

6 Privacy Screen

Notwithstanding the approved details, the development hereby permitted shall not be occupied, until details of the privacy screens for the balconies including the materials have been submitted to, and approved in writing by, the local planning authority. The development shall be completed in accordance with the approved details prior to first occupation, and shall thereafter be retained.

REASON: To safeguard the amenity of residents and the character of the locality in accordance with policies 7.4 and 7.6 of The London Plan (2016) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

7 Refuse Storage

Notwithstanding the details shown on approved drawings, the dwellings hereby approved shall not be occupied until details of refuse storage to accommodate sufficient waste and recycling containers for the sixteen flats have been submitted to and agreed in writing by the local planning authority. The flats shall not be occupied until the bin store has been provided in accordance with the details so agreed. Other than on collection days, all waste and recycling containers associated with the occupation of the approved development shall be housed within the agreed bin store. The development shall be implemented in accordance with the approved details and thereafter be retained.

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 Policies DM1 and DM45 of The Development Management Policies Local Plan (2013).

8 Cycle Storage

The residential units hereby permitted shall not be occupied until details for secured, sheltered and accessible cycle storage for the provision of 24 bicycles (including non-standard bicycles) have been submitted and approved in writing by the Local Planning Authority. Such cycle storage should be designed in accordance with the requirements of the London Cycle Design Standards. The development shall be completed in accordance with the approved details prior to the occupation of the residential units, and shall thereafter be retained.

REASON: To ensure that cycle storage is available for use by the occupants of the site in accordance with policy 6.9 of The London Plan (2016) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

9 Emergency Planning

The development hereby permitted shall not be occupied until details relating to Emergency Planning Information has been submitted to and approved in writing by the Local Planning Authority, to ensure evacuation arrangements are adequate and safe access/egress from the site during a flood event is provided. Details should include reference to LB Harrow SFRA, Emergency Flood Plan and the National Planning Policy Framework, as evacuation procedures should accompany development proposals and reference should be made to EA flood warning procedures for occupants and users. Details should also include a plan indicating a safe route for the occupants and users away from the source of flooding. The details as so agreed shall be implemented prior to the first occupation of the development.

REASON: To build in resistance and resilience in managing, reducing and mitigating the effects of flood risk following guidance in the National Planning Policy Framework.

10 Communal Aerials

Prior to the first occupation of the residential units hereby permitted, 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 residential units and shall be retained thereafter. No other television reception equipment shall be installed on the building without the prior written approval of the Local Planning Authority.

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the high quality design of the buildings and spaces in accordance with policy 7.4 of the London Plan (2016), and DM49 of the Development Management Policies Local Plan (2013), and to ensure that the development achieves a high standard of amenity for future occupiers the buildings in accordance with policy DM 1 of the Development Management Policies Local Plan (2013).

11 Mail Boxes

Prior to the first occupation of the residential units, details of the arrangements for the distribution of mail (including any mail boxes) and other deliveries to residents within the development, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to first occupation and shall be retained as such thereafter.

REASON: To ensure that the development contributes to a high standard of design and layout in accordance with policy 7.6 of The London Plan (2016) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

12 Part M

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 in accordance with policies 3.8 and 7.2 of The London Plan (2016), policy DM 2 of the Harrow Development Management Policies Local Plan (2013) and the Council's adopted Supplementary Planning Document: Accessible Homes (2010).

13 Water Consumption

The development hereby approved shall not commence until a strategy for the efficient use of mains water within the residential parts of the development, pursuant to a water consumption limit of 105 litres per person per day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the strategy so agreed and shall be retained as such thereafter.

REASON: To ensure that the development makes efficient use of mains water in accordance with policy 5.15 of The London Plan (2016) and policy DM12 of the Harrow Development Management Policies Local Plan (2013).

14 Energy Statement

The development shall be undertaken in accordance with the approved Sustainability Statement and Energy Strategy. Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the final completion of the development a post construction assessment shall be undertaken demonstrating compliance with the approved Energy Statement by Price & Myers (dated 12.09.2018), which thereafter shall be submitted to the Local Planning Authority in writing to be agreed the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with the National Planning Policy Framework (2019), policies 5.2.B/C/D/E of The London Plan (2016) and policies DM12, DM13 and DM14 of the Harrow Development Management Policies Local Plan.

15 No Plant

No plant or machinery, including that for fume extraction, ventilation, refrigeration and air conditioning shall be installed without the prior written approval of the Local Planning Authority.

REASON: To ensure that the proposed development does not give rise to noise nuisance to future occupiers of the proposed development in accordance with policy 7.15 of the London Plan (2016) and policy DM 1 of the Development Management Policies Local Plan (2013).

16 Green Roof

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not be occupied, until details of a green roof to include a maintenance plan, have been submitted to, and approved in writing by, the local planning authority:

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

REASON: In the interests of biodiversity and sustainability, in accordance with policies DM12 and DM21 of the Development Management Policies Local Plan 2013.

Informatives

1 **Policies**

National Planning Policy Framework (2019)

The London Plan (2016)

3.3, 3.4, 3.5, 3.8, 3.9, 3.11, 3.12, 5.2, 5.3, 5.10, 5.11, 5.12, 5.13, 5.15, 6.3, 6.9, 6.13, 7.1, 7.2, 7.3, 7.4, 7.6, 7.15, 7.19, 7.21

Draft London Plan (2019)

H1, H2, H5, H8, H12, D1, D2, D3, D4, D5, D6, D8, D10, D13, SI2, SI12, SI13, T2, T4, T5, T6, G5, G6

Harrow Core Strategy (2012)

Core Policy CS 1 Overarching Policy Objectives
Core Policy CS 2 Harrow and Wealdstone

Harrow and Wealdstone Area Action Plan (2013)

AAP2, AAP6, AAP9, AAP13, AAP19

Harrow Development Management Polices Local Plan (2013)

DM1, DM2, DM9, DM10, DM12, DM13, DM14, DM21, DM22, DM23, DM24, DM27, DM42, DM44, DM45, DM49

Relevant Supplementary Documents

Supplementary Planning Document: Residential Design Guide (2010)

Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

The London Plan Housing Supplementary Planning Guidance (2016)

Supplementary Planning Document : Accessible Homes (2010)

Technical Housing Standard (2015) Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008).

Mayors Housing Supplementary Planning Guidance (2016)

Mayors Affordable Housing and Viability Supplementary Planning Guidance (2017)

2 **Compliance with planning conditions**

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.

3 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.

4 INFORM 61

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 CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £60/sqm £94,200

This amount however does not include indexation, which will be included when a formal Liability Notice is issued. 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](http://planningportal.co.uk) 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

5 INFORM 62

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 Harrow CIL Liability for this development is: £172,700. This figure excludes indexation, which will be included when a formal Liability Notice is issued. 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.

6 Party Wall Act

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

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

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

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

Also available for download from the Portal website:

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

7 Protection of 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.

8 Considerate Contractor Code of Practice

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

9 Sustainable Urban Drainage System (SUDS)

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

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

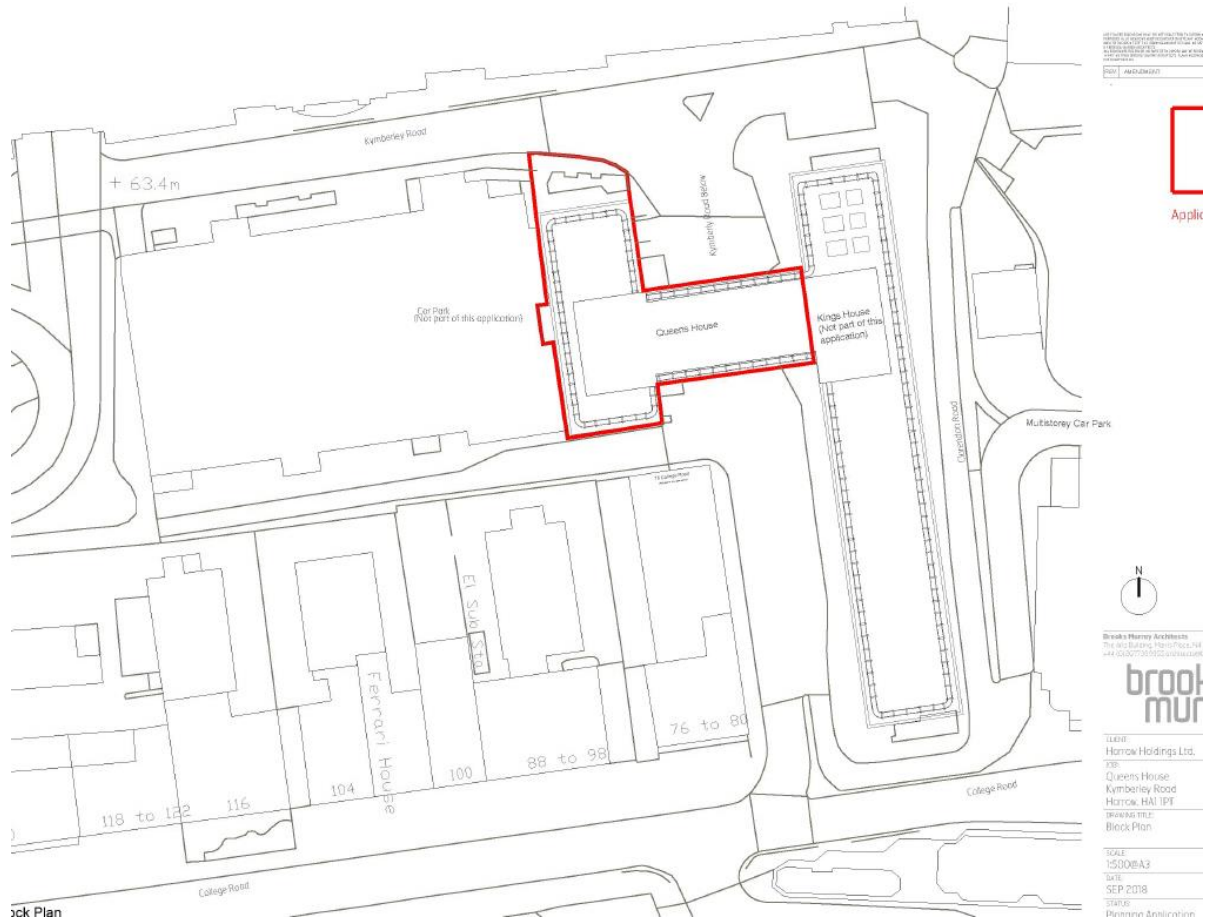
Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

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

The applicant can contact Harrow Drainage Section for further information.

Interim Chief Planning Officer	
Corporate Director	

APPENDIX 2: SITE PLAN

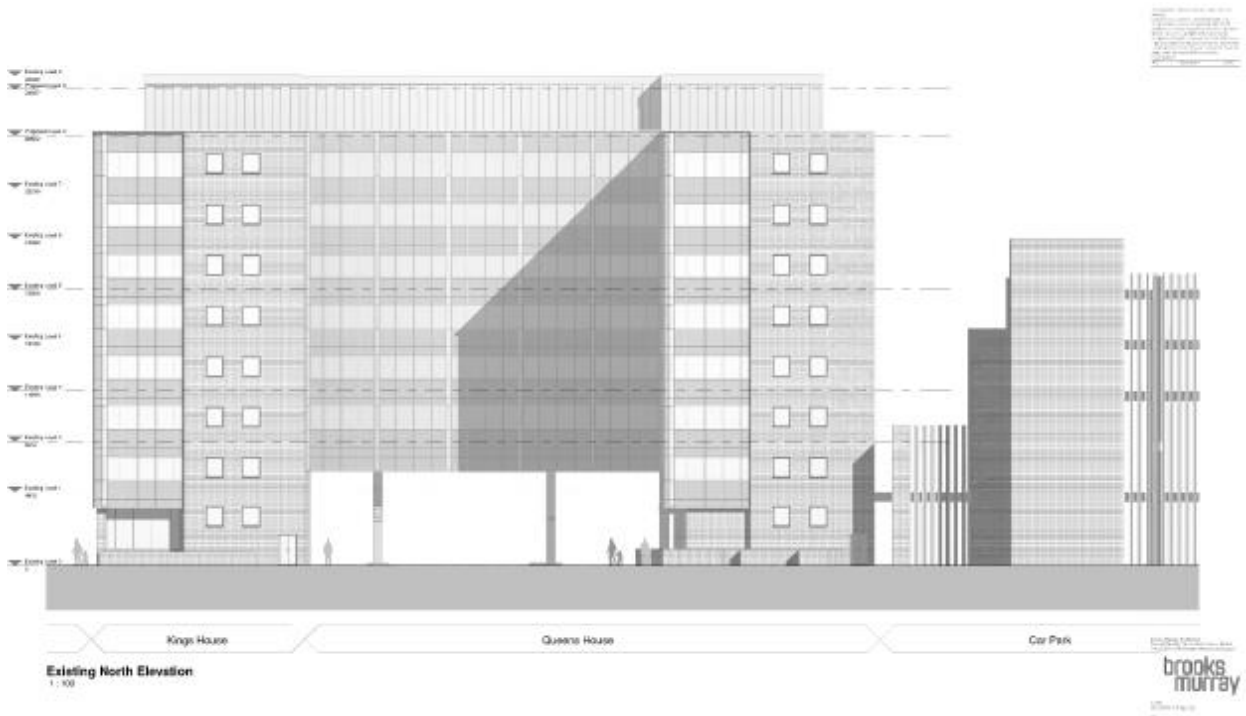


APPENDIX 3: PHOTOGRAPHS

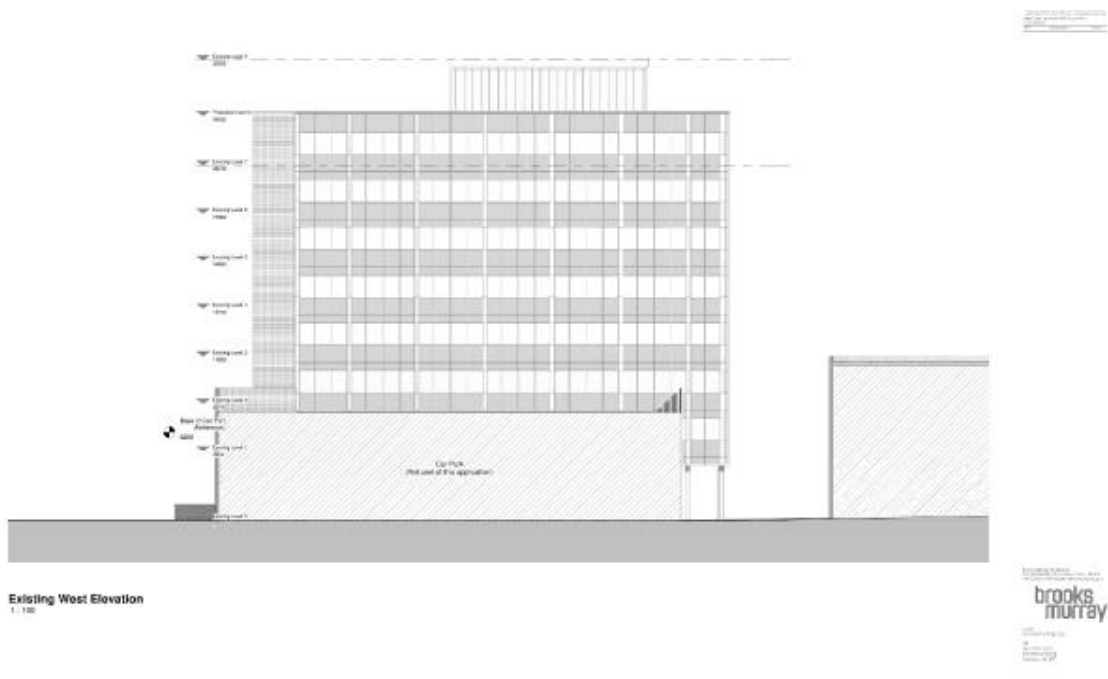


Viewed from the north, to the rear of St George Shopping Centre

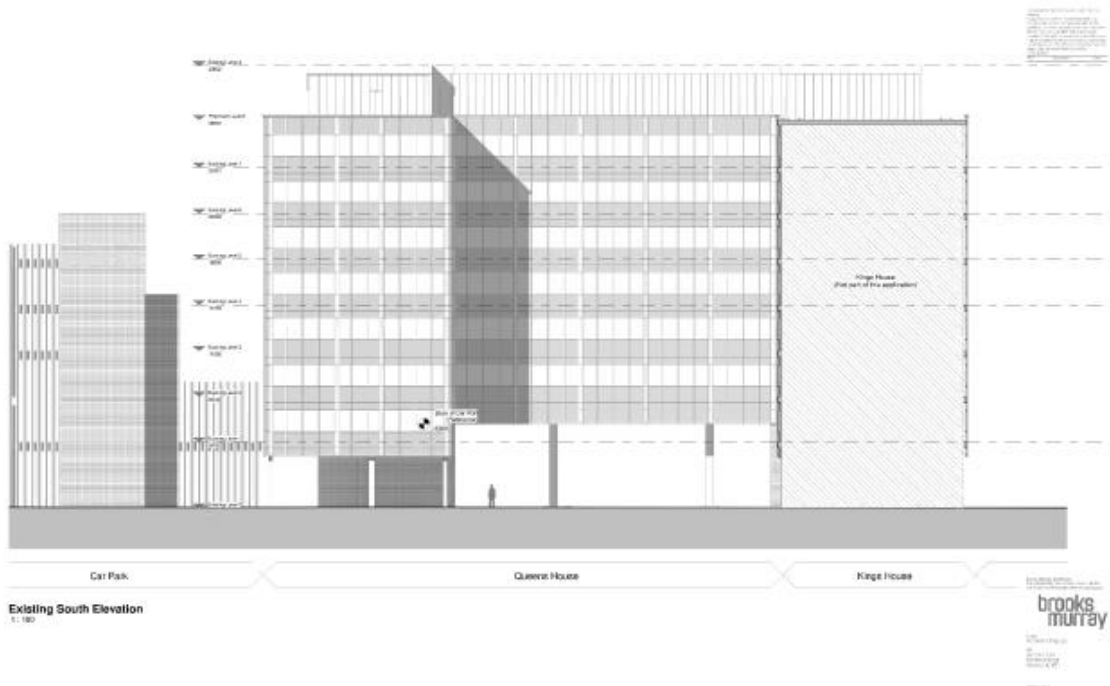
APPENDIX 4: PLANS AND ELEVATIONS



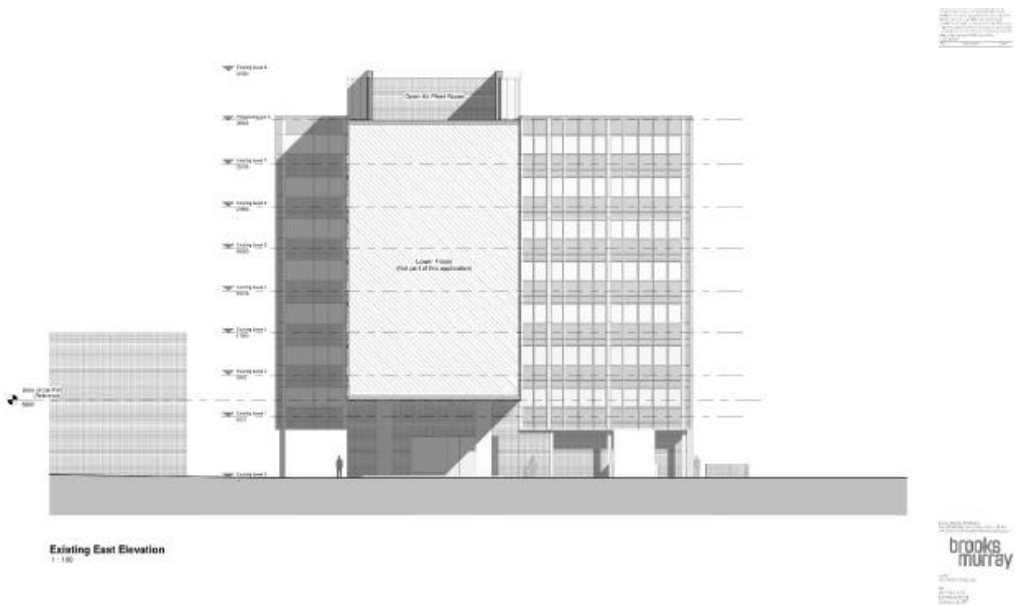
Existing North Elevation



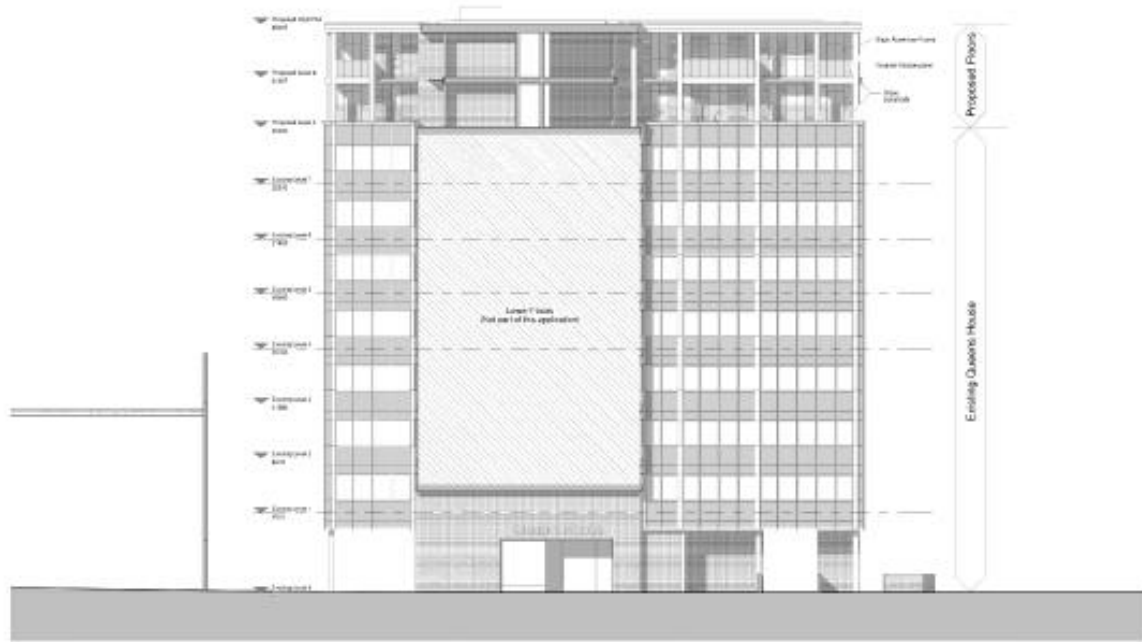
Existing West Elevation



Existing South Elevation



Existing East Elevation

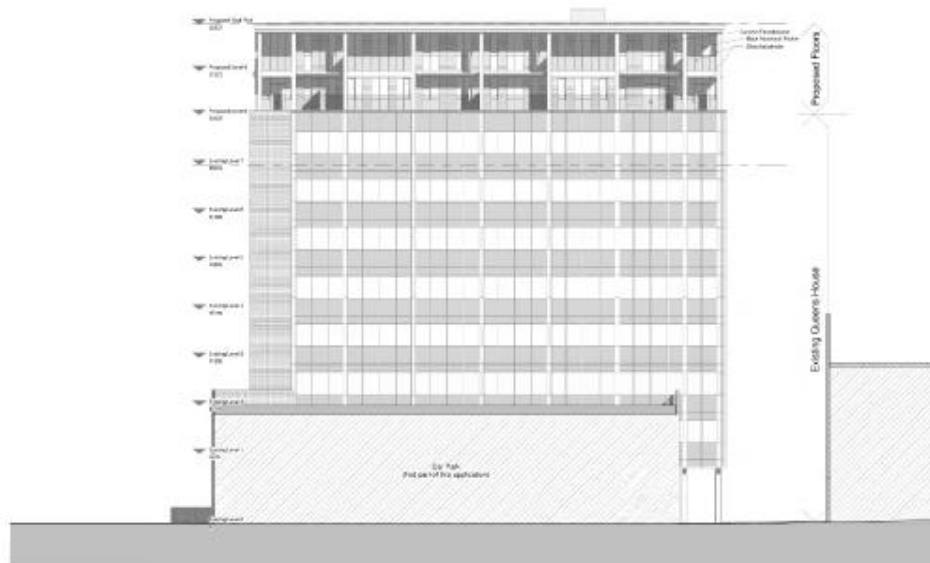


Proposed East Elevation
1 : 100

10 - 10000000000

100

Proposed East Elevation



Proposed West Elevation
1 : 100

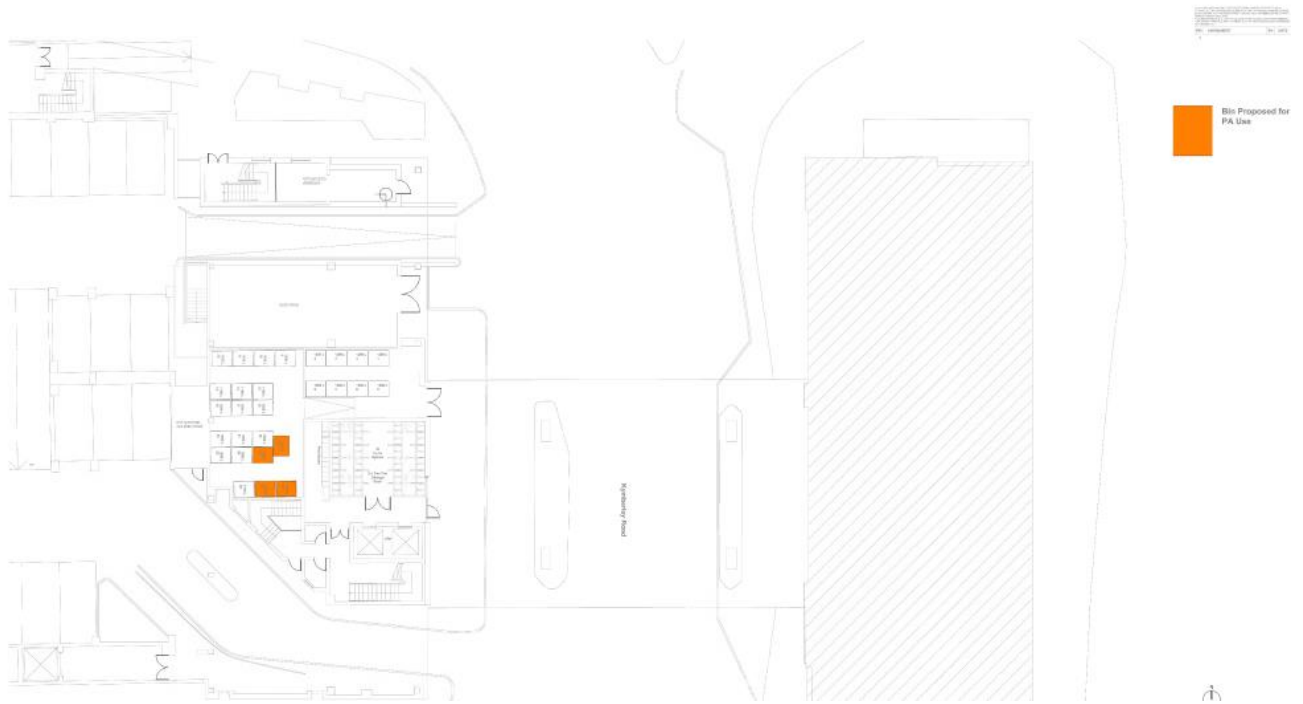
10 - 10000000000

100

Proposed West Elevation



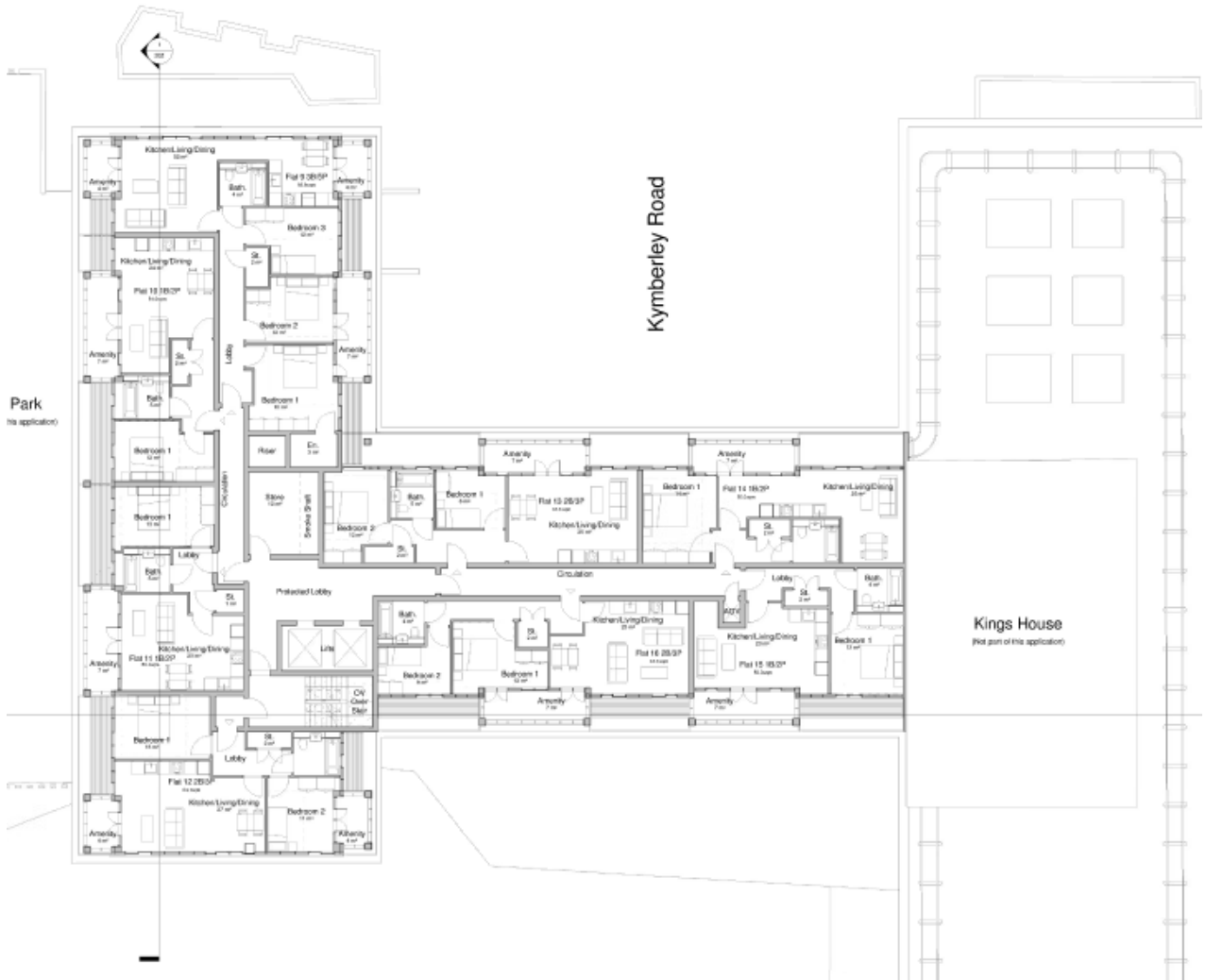
Proposed South Elevation



Proposed Ground Floor Plan



Proposed Eighth Floor Plan



Proposed Ninth Floor Plan

This page has been left intentionally blank