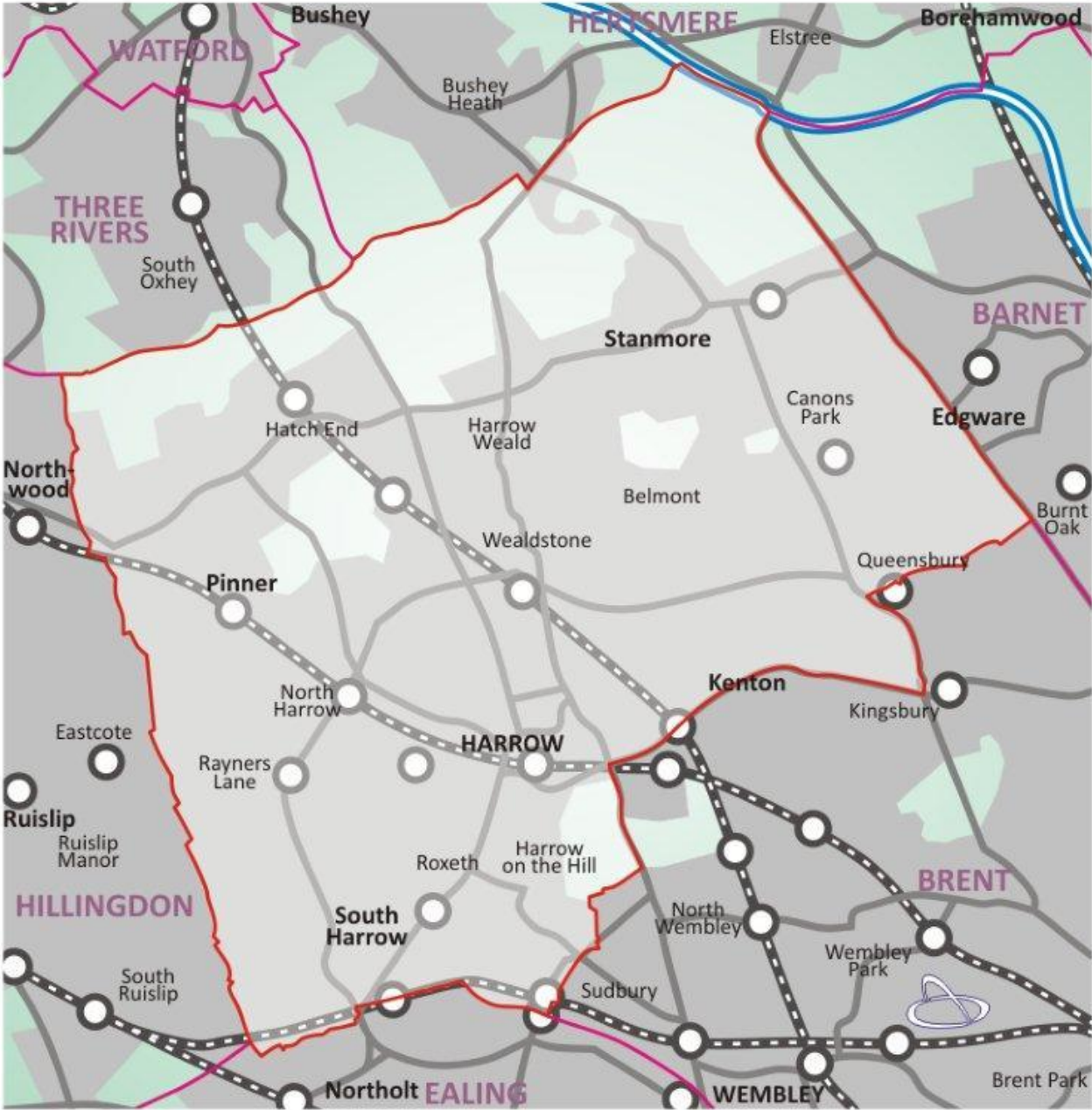
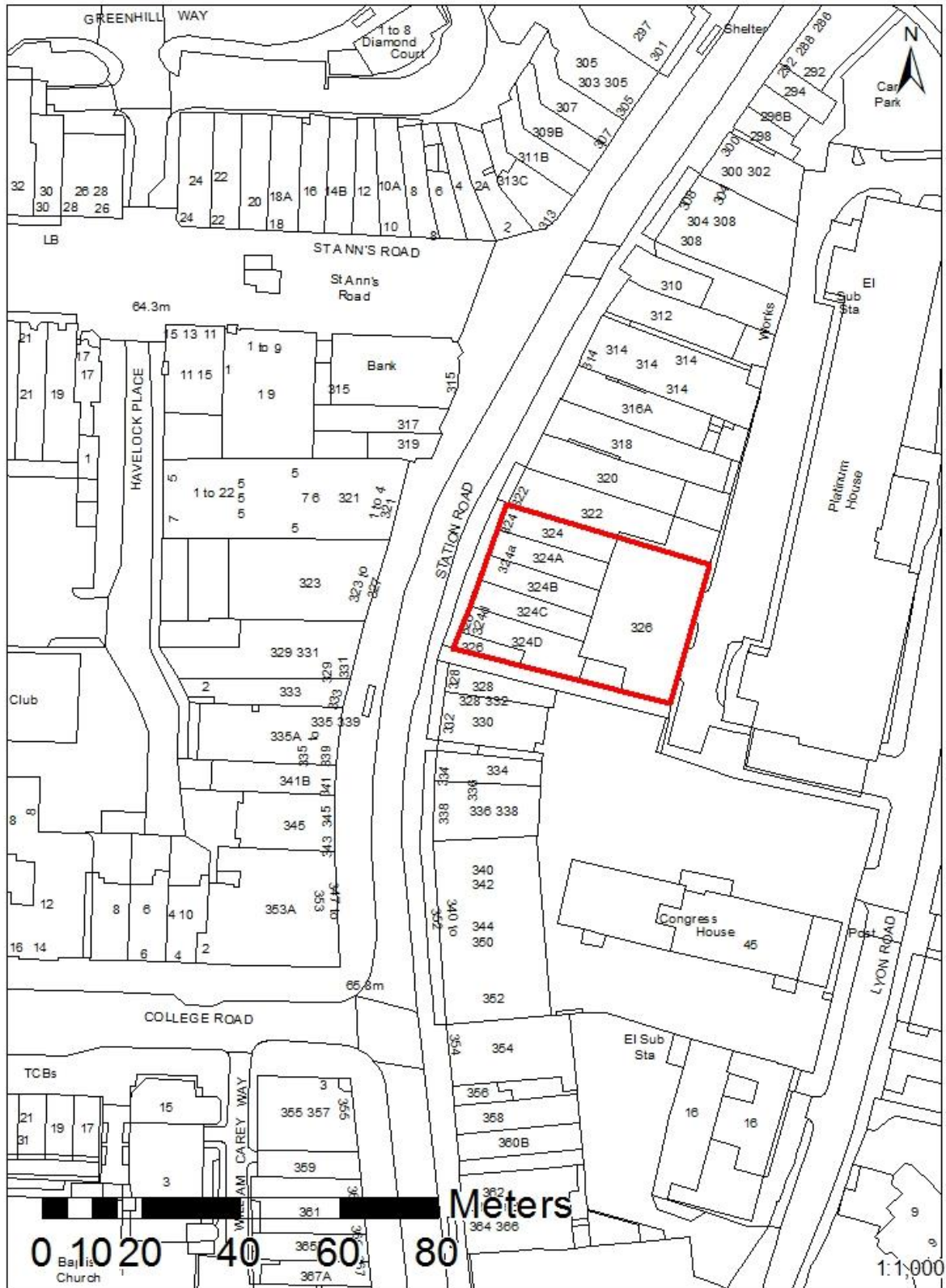


 = application site



Trinity House, 326 Station Road	P/2279/19
---------------------------------	-----------

Trinity House, 326 Station 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

20th May 2020

APPLICATION NUMBER: P/2279/19
VALID DATE: 17/06/2019
LOCATION: TRINITY HOUSE
326 STATION ROAD, HARROW
WARD: GREENHILL
POSTCODE: HA1 2DR
APPLICANT: DANDI LIVING
AGENT: N/A
CASE OFFICER: KIMRY SCHLACTER
EXPIRY DATE: 10/07/2020

PROPOSAL

Change Of Use Of First Floor From D1 Use To 21 x Room HMO Shared Accommodation (Use Class Sui Generis); Creation of 3rd and 4th Floors Comprising of 13 x Room HMO Shared Accommodation (Use Class Sui Generis) to 3rd Floor and Resident's Amenity Space to 4th Floor; Bin and Cycle 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) Grant planning permission subject to authority being delegated to the 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. Development to be Resident Permit Restricted: With the exception of disabled persons, no resident of the development shall obtain a residents'

parking permit within the Controlled Parking Zone. An additional £1,500 contribution towards the cost of amending the traffic order.

- ii. The submitted travel plan (or a revised Travel Plan if deemed necessary by the Council, and to be submitted to the Council prior to the first occupation of the building), to be implemented as approved unless otherwise agreed in writing.
- iii. A travel plan bond of £10,000 will be required to secure the implementation of all measures specified in the revised Travel Plan. In addition a £5,000 monitoring fee is required to cover the cost of monitoring the travel plan. The developer to ensure the effective implementation, monitoring and management of the travel plan for the site.
- iv. Should the travel plan not fulfil its agreed targets by year 5, the life of the travel plan may be extended, the cost of which will be met by the developer.
- v. Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

RECOMMENDATION B

That if, by 3rd September 2020 or such extended period as may be agreed in writing by the Interim Chief Planning Officer in consultation with the Chair of the Planning Committee, the section 106 Planning Obligation is not completed, then delegate the decision to the Interim Chief Planning Officer to **REFUSE** planning permission on the grounds that:

The proposed development, in the absence of a legal agreement to provide appropriate provision for restriction of resident parking permits and implementation of the Travel Plan, would fail to comply with the requirements of policies 6.3 and 6.13 of The London Plan 2016, T4 and T6.1 of the Draft London Plan (2019), policy CS1 of the Harrow Core Strategy (2012), AAP19 of the Harrow & Wealdstone Area Action Plan (2013). and Policies DM42 and DM43 of the Harrow Development Management Policies Local Plan 2013 and would therefore be unacceptable.

REASON FOR THE RECOMMENDATIONS

The proposed scheme seeks to provide 34 residential accommodation/rooms within a sustainable town centre location. The proposed residential units would contribute to a strategically important part of the housing stock of the Borough, in accordance with paragraph 3.55 of the London Plan (2016). The proposed development would have a satisfactory impact on the character of the area, the amenities of existing neighbouring occupiers and future occupiers of the development.

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 Draft London Plan 2019, the Harrow Core Strategy 2012, Development Plan Documents: Harrow and Wealdstone Area Action Plan and Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

INFORMATION

This application is reported to Planning Committee as the proposed development relates to a change of use and creation of new floor space in excess of 400sqm and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	Minor Development
Council Interest:	None
Net additional Floorspace:	1,108sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£66,480.00
Local CIL requirement:	£177,378.93

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.

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site is located on the eastern side of Station Road, to the south of the junction with St. Ann's Road. The site is within the Harrow Metropolitan Centre and Primary Shopping Area; and the ground floor of the site forms part of the primary retail frontage of the town centre. The site also lies within the Harrow & Wealdstone Opportunity Area.
- 1.2 The building has a footprint just over half the size of the site with car parking and storage facilities to the rear.
- 1.3 The building is three-storey in height with a plant store on the southern side of the building which has the effect of adding an additional storey to that part of the building. The building also has a single storey projection across the rear. The building is 11m high at the main roof level (11.9m from lower ground level) and 14.5m high with the plant store included (measured from higher ground level).
- 1.5 The ground floor of the building is separated into five commercial units and the two upper floors have a lawful use for mixed B1/D1 uses. The upper floors are accessed via a communal entrance area at the southern end of the building. This application deals with the third and first floors; while the ground and second floors do not form part of this permission and would be considered to remain in their existing lawful use classes.
- 1.6 A public access way abuts the southern boundary of the site and leads to Platinum House and Lyon Road to the east of the site. The site adjoins the service road to Platinum House to the rear.
- 1.7 Across the public access way, the neighbouring building, No.328 Station Road is a four-storey building with commercial use on the ground floors and residential uses above.
- 1.8 The neighbouring building to the north, 322 Station Road is a four-storey building with commercial use on the ground floors and residential uses above, and with the upper floor set back from the front elevation.
- 1.9 The eastern side of the highway features a mix of different building types and heights, varying from two to four storeys in scale.
- 1.10 The western side of the highway has a more regular appearance and features building of three and four storeys in scale. This side of the street also contains a row of locally listed buildings to the south-west of the site, and a Grade II listed building (315 Station Road) to the north-west of the site.
- 1.11 The site also lies within a Protected Views Setting Corridor and Protected Views Restricted Corridor, and Critical Drainage Area.

2.0 PROPOSAL

- 2.1 It is proposed to change the use of offices on the first floor (Use Class B1/D1) to a 21 room house of multiple occupancy (HMO) (Sui Generis) and construct a two-storey addition to create a five-storey building. The proposed new-build third floor would contain a 13 room house of multiple occupancy (HMO) (Sui Generis), and the fourth floor would comprise an open terrace and amenity space for the future occupants. Access between floors will be controlled via a key-fob access system.
- 2.2 The third and fourth floor addition would be contained within the external footprint of the existing building and would increase the overall height to 17.3m. The fourth floor addition would be set away from the edges of the building by 2.2m at the front, 5.4m from the southern side, and 2.7m at the rear. The set back would provide for an outdoor terrace area for the occupants. The fourth floor façade would consist of aluminium framing and glazing, with in-fill cladding panels.
- 2.3 The proposal is car-free, other than 2 no. blue badge parking spots; and a short-stay parking spot for servicing of the purposed units. The remainder of the car parking (11 spaces) is retained for the use of the commercial units. For the proposed units, 34 cycle parking spaces is provided, alongside additional cycle parking intended to serve other development on site (total 55 spaces), and 9 visitor spaces.
- 2.4 A dedicated waste storage area is proposed in the rear curtilage, proposed to be separated from the blue badge parking, enclosed by a brick wall. A separate commercial waste storage area is also provided.
- 2.5 Air Source Heat pumps and solar photovoltaic modules are proposed in conjunction with energy efficient mechanical ventilation and heat exchangers to allow the building to improve sustainability.

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 & date of decision
LBH/1940/1	Erect 5 shops with offices over & car parking at rear	Granted 08/10/1968
LBH/1940/3	Erect of 3 storey block with shops on ground floor staff amenity area on 1st floor & offices on 2nd floor with car parking at rear	Granted 15/02/1971
P/0730/09	Change Of Use Of First And	Granted: 03

	Second Floors From B1 Use To Flexible B1 (Business) And D1 (Non Residential Institutions) Use	July 2009
P/2854/12 (for 324 only)	Creation of New Third Floor to Provide Four Self-Contained Flats; External Alterations	Granted 26/04/2013
P/1091/12	Change Of Use From Retail (Class A1) To Financial And Professional Services (Class A2)	Refused: 15 June 2012
P/2854/12	Creation of new third floor to provide four self-contained flats; external alterations [resident permit restricted]	Granted 26/12/2012
P/1598/13	Prior Approval for Conversion of First Floor Offices (Class B1a) to Five Self-Contained Flats (Class C3)	Withdrawn
P/1600/13	Prior Approval for Conversion of Second Floor Offices (Class B1a) to Five Self-Contained Flats (Class C3)	Granted 18/07/2013
P/2647/13	Change of Use of First Floor from Offices (Class B1/D1) to Five Flats (Class C3), External Alterations	Granted 09/12/2013
P/1762/14	Redevelopment of existing Car Park to Provide a 5 Storey Building Comprising 8 Self-Contained Flats with Access, Parking, Cycle Stands and Bin Storage	Refused 13/08/2014 <i>An appeal against the above decision was dismissed on 9th February 2015.</i>
P/0604/15	Conversion of Offices (Class B1a) to 9 Self-Contained Flats (Class C3) (Prior approval of transport & highways impacts of the development and of contamination risks and flooding on the site)	Granted 07/04/2015
P/4230/17	Change of use of offices	Withdrawn

	(Use class B1/D1) to twenty room house of multiple occupancy (HMO) (Sui Generis)	
P/4210/17/PRIOR	Conversion of existing Offices (Class B1a) to 22 Self-Contained Flats (Class C3) (Prior approval of transport & highways impacts of the development, and of contamination risks and flooding risks on the site, and impacts of noise from commercial premises on the intended occupiers)	Withdrawn
P/5005/17/PRIOR	Conversion Of Second Floor Of The Building: Offices (Class B1a) To 22 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) [Note: Amended Description]	Withdrawn
P/4635/17	Creation of third floor to accommodate 7 self-contained studio flats	Committee resolution to granted at Committee but later withdrawn as s.106 not agreed
P/1342/18	Change of use of offices (Use class B1/D1) to twenty room house of multiple occupancy (HMO) (Sui Generis)	Committee resolution to granted at Committee but later withdrawn as s.106 not agreed
P/2278/19/PRIOR	Conversion of second floor of the building: offices (class B1a) to 22 self-contained flats (class C3) (Prior approval of transport & highways impacts of the	Withdrawn

	development, contamination and flooding risks on the site and impacts of noise from commercial premises on the intended occupiers of the development)	
P/2932/19/PRIOR	Conversion of second floor of the building: offices (Class B1a) to 21 studio 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)	Withdrawn

3.2 Revisions to previous application

- 3.2.1 Key differences with previous application ref: P/4635/17: 0.5m higher at third floor and set back at third level front and rear (private amenity space) removed; change from 7 flats to 13 HMOs
- 3.2.2 Key differences with previous application ref: P/1342/18: Number of units increased and type changes from col-living to HMO; addition of fourth floor communal amenity facilities.

3.3 Revisions to this application

- 3.3.1 Revised development description, plans, and documents clarifying terminology/unit type. Minor amendments to internal layout and operational details.

3 CONSULTATION

- 4.1 A total of 98 consultation letters were sent to neighbouring properties regarding this application. As the proposal is in the setting of a listed building, a site notice was posted and advert was placed in the Harrow Times (11th July 2019).
- 4.2 A revised set of plans along with the amended development description was then the subject of a further re-consultation period. The overall public consultation period expired on 20th April 2020.

4.3 Adjoining Properties

Number of letters Sent	98
------------------------	----

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

4.4 No objections were received.

4.6 Statutory and Non Statutory Consultation

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

Consultee and Summary of Comments
<p><u>Planning Policy Officer</u></p> <p><i>Comments with regard to application as originally submitted:</i></p> <ul style="list-style-type: none"> • There are some fundamental issues with this scheme, in relation to the typologies that are proposed, i.e. co-living and what appears to be very large HMO units. Furthermore, it is understood that the applicant is relying on a prior approval for a floor, which is also understood to not be able to be implemented by reason of a planning condition restricting PD rights. • The overall quantum of co-living units would drop below 50 when the HMO style units are discounted from the scheme, which would result in the co-living not being more than 50 units which is generally require by policy H18 of the draft New London Plan (2019). • It would appear to me that the accommodation is more or less the same across all floors, with the exception of the first floor, which demonstrates that there are no kitchenettes within these units. In terms of the management of this development, it is unclear how this would be achieved. • Notwithstanding the above, the development would provide laundries on every floor, and then the fourth floor would be set out as communal space. Laundries on each floor are located conveniently for the tenants, however, there is concern that the 2sqm laundry would not be sufficient for circa 20 tenants on each floor. The fourth floor communal facilities and outdoor amenity space is appropriately located for all of the communal floorspace (other than laundries). It is considered that the

quantum of floor space would be satisfactory, although how this space is proportioned / laid out would need revising.

- The submitted information does not propose any affordable housing offer. There is no FVA submitted to support or demonstrate what would be the maximum reasonable offer – which would be by way of a financial contribution. The failure to provide this would be a reason for refusal.

Revised proposal:

- No further comments submitted

Enabling Project Officer

No comments received

LBH Waste Management

Comments to Revised Proposal:

As contamination of recycling bins is a prevalent issue in almost all HMO's in the borough, which we are looking to have addressed as it otherwise leads to overflowing bins, rat and vermin problems and complaints to the waste service. This should be incorporated into waste management practices on site.

Regarding the amended proposal, this appears to look acceptable in that it is 1 x 1100 per 4 flats.

Highways Authority

Comments to Revised Proposal:

This development is within a PTAL 6a location meaning that access to public transport is considered to be excellent.

This is within Harrow Town Centre, meaning that all of the usual amenities associated with a busy town centre are available within walking distance. This is a suitable location for a car free development.

All proposals need to meet the requirements of the draft London Plan (intend to publish) 2019. Car free proposals are acceptable in places that are well connected by public transport however, should still provide disabled parking in line with Policy T6 Part E and Policy T6.1 Part G. The proposal seeks to provide 3 parking spaces with two being for disabled residents. In principle the two spaces are acceptable however, the proposal does not fulfil the requirements of Part G 2 and it is not clear what benefit a single standard parking

space would bring for a development totalling 55 rooms/studios. Electric vehicle charge points also need to be provided in accordance with Policy T6.1 Part C.

The proposed level of cycle parking is acceptable however, the visitor provision should be separate to the long stay residential facility in order to preserve good security for residents and allow ease of access for visitors. 5% of stands must be accessible e.g. Sheffield type stands to ensure that non-standard cycles can be secured.

Should this application be granted, we would seek a parking permit restriction that would prevent future residents from obtaining parking permits for the surrounding CPZ in order to support the car free intentions, encourage sustainable travel and minimize the impact of parking on the surrounding roads. This would require a s106 agreement and contribution.

Travel Planning Officer

Comments to Revised Proposal:

To be reported on the addendum

Vehicle Crossing Officer

It appears that works are limited to creating a cycle access and as this is accessed from the alleyway, to which there is no objection.

Conservation Officer

The proposal is in the setting of a grade II listed building of 315 Station Road. The proposal is also in the setting of the locally listed 329 to 353 Station Road, 2-24 St Ann's Road and 307-313 Station Road.

No heritage statement has been submitted which is contrary to the requirement of paragraph 189 of the NPPF. However, given the scale, design and siting of this proposal it would preserve the setting of the nearby heritage assets subject to materials and details.

Drainage Authority

Please be advised that although the site is not identified within any flood zone, the road 'Station Road' which is the main access to the site is identified within surface water flood zone 3a according to our surface water flood maps and is at a risk of flooding.

The occupiers of the proposed development should be aware of the

emergency planning information and safe evacuation route. Hence, we would recommend you to add an informative on Emergency Planning information in your planning decision/approval. Should any further clarification be required, please request the applicant to contact Harrow Drainage Section on infrastructure@harrow.gov.uk

Campaign for a Better Harrow

No comments received

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 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 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.

5.6 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.

6.0 ASSESSMENT

6.1 The main issues are:

- Principle of Development
- Design, Character and Appearance of the Area
- Residential Amenity and Internal Layout
- Traffic, Parking and Refuse and Servicing
- Sustainability

6.2 Principle of Development

6.2.1 The relevant policies are 2.13, 2.15, 3.3, 3.4, 3.8 and 3.9 of The London Plan (2016), policies GG2; GG4; SD1; SD6, H1 of the Draft London Plan (2019), policies CS.1 and CS.2 of the Harrow Core Strategy (2012), policies AAP1 and AAP13 of the Harrow and Wealdstone Area Action Plan (2013) and policies DM24 and DM30 of the Harrow Development Management Policies Local Plan (2013).

6.2.2 The application site is situated within the Harrow town centre and the Harrow and Wealdstone Intensification Area, as set out in the Harrow Core Strategy (2012) and The London Plan (2016). 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.

6.2.3 The proposal retains the ground floor A1 and A2 uses; but seeks to change the first floor from B1/D1 use class to residential use (C3); and add additional C3 units on newly constructed third and fourth floors. With regard to the loss of the B1/D1 commercial use on the first floor, it is of significance that the ground floor is retained in its existing commercial and retail uses, thus maintaining an appropriate active frontage at ground floor and in compliance with relevant policies for economic and business activity in the town centre and primary designated frontages. Residential uses on upper floors of town centre buildings are broadly acceptable, and it is noted that many adjacent buildings also have residential use at upper floors. In this case, the principle of residential use on the upper floors of the application buildings has been established and deemed acceptable in previous applications.

6.2.4 The proposed residential accommodation would be compatible with the retained ground floor commercial uses; and would also represent an appropriate town centre use on the upper floors of the building. The development would take place on previously developed land which, subject to appropriate impacts on the character and appearance of the area and other relevant material considerations (considered below), is also supported by adopted policy, providing more effective and efficient use of land.

- 6.2.5 The proposal initially included a variety of tenure types, which gave rise to issues of compliance with policy requirements for shared living accommodation type in the Draft London Plan. Additional issues were raised with regard to internal layouts and quality of shared amenities such as laundry rooms and management of tenure types. However, the application was subsequently amended to revise details of the layout (including the provision of a large laundry room and removal of kitchenettes from private rooms) and the type of accommodation was confirmed as all HMO units (sui generis). The revised proposal therefore is considered to have overcome the initial issues raised with regard to policy compliance and the principle of the development.
- 6.2.6 The proposed development would provide contribute to the town centre and would accord with the strategic aims of the Core Strategy in enhancing the vibrancy of the area and contribute towards the housing targets for the borough identified within the development plan.

Housing Mix

- 6.2.7 The proposal would provide a total of 34 single occupancy HMO units (not self-contained), with a large shared amenity area. Given the type of tenure proposed, no affordable housing is required.

6.3 Design, Character and Appearance of the Area

- 6.3.1 The relevant policies are 7.4, 7.6 and 7.8 of the London Plan (2106), policies D3, D5, D6 and HC1 of the Draft London Plan (2019), policy CS.1 of the Harrow Core Strategy (2012) policies AAP1, AAP2, AAP4, AAP5, and AAP6 of the Harrow and Wealdstone Area Action Plan (2013) and policies DM1 and DM7 of the Development Management Policies Local Plan (2013) and the SPD – Residential Design Guide.
- 6.3.2 The site is located within Harrow Metropolitan Centre and within the primary retail shopping frontage of the town centre. The surrounding area has a strongly urban character, without any significant coherence or commonality of design along the eastern side of Station Road, with the exception of the two-storey buildings further to the south of the application site. The western side of the street, by contrast, is more uniform in appearance. Buildings such as the Natwest Bank building, a Grade II Listed Building to the north-west of the site, and Platinum House and Signal House to the east of the site provide significant landmark buildings in the immediate area and the differences in form and design of these buildings is indicative of the variances in the built form in the locality. In close proximity to the site, these buildings nonetheless serve to contextualise the development site.
- 6.3.3 The proposal would increase the maximum height of the building from 11.6m to 17.3m. Policy AAP6(B) requires that building heights within the heart of Harrow are of a scale consistent with the sites surroundings, including nearby sites. Though it is noted that the eastern side of Station Road is predominantly two and three-storey in scale, it is considered that the character of the area cannot be defined narrowly by part of Station Road alone. As the surrounding area includes a

varied range of building heights, the proposal would be considered to be consistent with the character and appearance of the context of the site and surrounding development.

- 6.3.4 The existing structure would be retained with minor alterations to allow the functionality of residential units, such as replacement windows and fire escape stairs at the rear. In addition, walled enclosures would be built to contain the bin and cycle storage at the rear. Subject to further approval of the details of the bin and cycle storage and of the materials, these minor alterations would be acceptable.
- 6.3.5 The third floor is designed to extend seamlessly from the existing building, with matching fenestration. The fourth floor would be set back from the edges of the building, to minimise its visual impact and allow for external amenity space for occupiers. The setback of the fourth floor from the front of the building, and the contrast in terms of the proposed materials for this level, would ensure the overall mass and scale of the building would not appear overbearing or dominant.
- 6.3.6 The Conservation Officer has confirmed that the proposed development would not negatively impact on the setting of the listed or locally listed buildings nearby.
- 6.3.7 Overall, the proposal would integrate well with the existing building and would be of an appropriate height for its context. Given this, and subject to approval of the materials on site, the proposed development would be considered acceptable with regard to character and appearance.

6.4 Residential Amenity and Internal Layout

- 6.4.1 The relevant policies are 3.5 and 7.6 of London Plan (2016), policy D6 of the Draft London Plan (2019), policy CS.1 of the Harrow Core Strategy (2012), policies AAP4 and AAP13 of the Harrow and Wealdstone Area Action Plan (2013), policies DM1, DM2 and DM30 of the Development Management Policies Local Plan (2013), and the SPD – Residential Design Guide.
- 6.4.2 The neighbouring building to the north, 322 Station Road has been recently extended to four storeys, with residential use on the upper floors. The third floor of this building is set back from the front by 1.6m with a balcony area; and this building extends to the rear approximately 10m more than the application property. The third floor of the proposed development would not meet the 45-degree code with respect to the third floor front elevation of no. 322. However, the projecting section is not excessive in depth, given the nature of this relationship and its urban setting; and it is noted that the closest window of this development serves a bedroom, with the windows for the main living area being approximately 4m in from the common boundary. The proposal extends one additional storey compared to no. 322, but this level would have a set-back from the front greater than that of no. 322's top floor, thus its impacts would be minimised. Privacy screens are indicated on the submitted plans, and can be conditioned to be implemented to protect privacy and overlooking to no. 322's terrace. Given this, the proposal would not be likely to result in unacceptable loss of amenity to this

adjoining neighbour in terms of outlook, light or sense of enclosure, or privacy and overlooking. It is therefore, on balance, considered acceptable.

- 6.4.3 To the rear, it is the flank of no. 322 which interrupts a 45-degree angle relative to the proposed third floor of the development, with the projection being quite significant. However, this is an existing situation, and it is noted that no. 322 is sited to the north of the site, thus the impacts of overshadowing would be minimised. On balance, this is also considered acceptable.
- 6.4.4 Across the public pedestrian access way leading away from Station Road to the rear, is no. 328 Station Road, which has also been redeveloped to form a four-storey building with residential use on the upper floors. The front and rear elevations of these properties roughly align, thus there is not considered to be an undue degree of visual impacts or overshadowing impacts from the proposed development on the existing neighbouring occupiers, or vis versa.
- 6.4.5 The proposal is sited just over 30m from Platinum House to the rear. This distance is considered acceptable for urban locations, and sufficient to mitigate any issues of potential mutual overlooking.
- 6.4.6 The proposal has been accompanied by a Daylight & Sunlight report, which assesses the impacts of the development on the properties sited on the opposite side of Station Road. This report concludes that the proposal would remain within BRE guidelines in terms of the resulting sunlight and daylight on these properties.

Layout and Amenity of Future Occupiers

- 6.4.7 The site is located in a town centre location and the surrounding land uses, comprising a typical town centre mix of commercial and residential. The proposal has been accompanied by a Noise report, which concludes that, subject to the implementation of the recommended quality of new glazing meets the specified minimum values, the proposal would meet the requirements of BS8233:2014.
- 6.4.8 The application has been accompanied by an Operations and Management Plan. This document confirms that the access to the 1st, 3rd and 4th floors would be for residents of this proposed development only and would be controlled by means of an electronic key-fob system, thus providing a reasonable degree of secure control over access, and privacy. This document also sets out the services that would be provided for residents, including cleaning, repairs, and concierge services; and how these would be managed including the hours allowable for works and repairs, and fire safety and out of hours emergency management for major incidents.
- 6.4.9 The proposal includes the formation of a total of 34 room shared accommodation (House in Multiple Occupation, or HMO). As the proposed units would be subject to licencing, separate from planning permission, a detailed assessment is not provided here of whether the proposal fully complies with licencing standards; nor does this permission serve as confirmation of compliance with HMO licencing.

- 6.4.10 However, it is noted that each of the proposed units would exceed the minimum required size for a single occupancy HMO bedroom, and would have a private ensuite bathroom. The first and third floors have an internal height of 2.7m and the fourth floor has an internal height of 2.6m, thus the units would have good floor-to-ceiling height. Given their layouts, circulation space would not be unreasonable for HMOs. Each of the units has windows providing reasonable degrees light and outlook. There are no apparent issues with regard to overlooking or lack of privacy to the units themselves; and the submitted plans indicate that privacy screening could be fitted on the outdoor terrace amenity space. In addition to the external amenity space, the fourth floor provides shared interior communal spaces including kitchens, dining areas and living areas, a gym and a larger laundry room than initially proposed; and so would be considered to have a good provision of shared amenity space. Accessible wheelchair adaptable housing is not a planning requirements for HMO units. However, the inclusion of wheelchair accessible sized rooms on the third floor is encouraged and supported; and the proposal includes a lift.
- 6.4.11 For all the reasons set out above, the purposes of this planning permission, the proposed layout and quality of accommodation provided is therefore satisfactory.
- 6.4.12 Finally, a standard condition requiring the development achieve Secure By Design accreditation has also been attached, to ensure a suitable quality of safety and security for future occupiers.

6.5 Traffic, Parking and Refuse and Servicing

- 6.5.1 The relevant policies are 6.9 and 6.13 of The London Plan (2016), policies T4; T5; T6.1, and T7 of the Draft London Plan (2019), policy CS.1 of the Harrow Core Strategy (2012), policy AAP19 of the Harrow and Wealdstone Area Action Plan (2013) and policies DM42, DM43, DM44, and DM45 of the Development Management Policies Local Plan (2013).
- 6.5.2 The application site is located within an area with a PTAL (Public Transport Accessibility Level) of 6a. The location of the development would be accessible for existing local amenities and public transport, and would in turn support local shops and services. This is a suitable location for a car free development. 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.
- 6.5.3 The submitted Operations and Management Plan confirms that deliveries would be accommodated in the rear service yard. A Transportation Statement was also submitted with the application. This document, as well as the Operations and Management Plan and other submitted documents, assesses the proposal on the basis of the proposed units here as well as a proposal for 21 C3 studio units on the second floor; however it is noted that it appears that no lawful valid permission for this proposal currently exists for the second floor of this property. As this matter is outside the scope of this application, consideration is given to potential for an increase to the number of residential units on site in assessing the levels of

infrastructure provision; however the assessment here is ultimately concerned with the existing development and the proposal that is the subject of this application.

- 6.5.4 All proposals need to meet the requirements of the draft London Plan (intend to publish) 2019. Car free proposals are acceptable in places that are well connected by public transport however, should still provide disabled parking in line with Policy T6 Part E and Policy T6.1 Part G. The proposal seeks to provide 3 parking spaces with two being for disabled residents, which would satisfy the requirements for disabled parking. The Highways officer has noted that the remaining standard parking spot would not provide a clear benefit for the development. However, this space is annotated on the submitted plans as being for the use of servicing for the development. Subject to a condition ensuring this is maintained for servicing use only, this would be acceptable. Electric vehicle charge points also need to be provided in accordance with Policy T6.1 Part C, and have also been conditioned.
- 6.5.5 In order to support the car free intention, encourage sustainable travel and minimize the impact of parking on the surrounding roads, a parking permit restriction that would prevent future residents from obtaining parking permits for the surrounding CPZ is required via a S.106 agreement and contribution.
- 6.5.6 The proposed level of cycle parking is acceptable however, the visitor provision should be separate to the long stay residential facility in order to preserve good security for residents and allow ease of access for visitors. 5% of stands must be accessible e.g. Sheffield type stands to ensure that non-standard cycles can be secured by condition. The submitted plans appear to indicate the cycle storage would be two-tier racks exclusively, thus amended plans to accommodate accessible cycle parking would be required. In addition, the visitor's cycle parking spaces are combined with the residential parking, thus is it unclear how the resident's storage would remain secure. Full details of the sheltered and secure provisions, including clarity on how visitor's cycle parking would be managed, are also included in a condition.
- 6.5.7 A Waste Management Strategy was submitted with the application. Waste servicing would be accommodated the rear curtilage. Separate provision for the retained commercial uses and the proposed residential units has been provided at the rear of the site. In addition, the Operations and Management Plan states that the kitchens would be fitted with in-sink food waste disposal units. With regard to the number of bins, the Waste Management Strategy proposes 6 no. 1,100L waste and 6 no. 1,280L recycling bins, which is slightly under the ratio of required if for the number of units proposed cumulatively with other proposed development. In contrast, the submitted plans show 8 no. each of 1,100L and 12,80L bins, which would be sufficient; however the bins shown are not of the correct size and could not in reality all be accommodated within the enclosure as shown. Given that the cumulative development is proposed but not extant and the number of bins provided would be sufficient for the development purposed here; and given that the rear curtilage is sufficiently large to accommodate additional bin storage, the discrepancy in the submitted information could reasonably addressed with a condition for amended details.

- 6.5.8 The application was accompanied by a Travel Plan. As noted, the site has a high PTAL rating, is located within the town centre close to shops, services and public transportation, and the proposal would be subject to a S106 restricting parking permits. The Travel Plan proposes a number of additional measures to promote sustainable travel; and is recommended to be secured via a S.106 agreement to implement and monitor appropriate measures.
- 6.5.9 For the reasons set out above, subject to the recommended conditions and to a S106 agreement, it is therefore considered that the development would not result in any unreasonable impacts on highway safety and waste management and servicing, and would be in accord with the relevant development plan policies.

6.6 Sustainability

- 6.6.1 The relevant policies are 5.2, 5.3 and 5.7 of The London Plan (2016), policy SI 2 of the Draft London Plan (2019), policy CS.1 of the Harrow Core Strategy (2012), and policies DM12 and DM14 of the Development Management Policies Local Plan (2103).
- 6.6.2 The application was accompanied by an Energy and Sustainability Statement, which proposes solar photovoltaic modules on the roof, energy and waste efficient fixtures such as low-flow taps and high performance building fabric, to achieve an overall higher sustainability on site and contribute to reduction of carbon emissions. In addition, the submitted Planning and Economic Statement confirms that Air Source Heat pumps in combination with energy efficient mechanical ventilation and heat exchangers would be installed to achieve a sustainable and energy efficient development. A condition has been attached for full details of the solar photovoltaic modules, air source heat pumps and heat exchanges.
- 6.6.3 The proposal has also been accompanied by a Flood Risk Assessment. As the site is located within a critical drainage area, and close to small sections of surface water flood risk (SFRA 3a); and given that there would be no change to the amount of hard surfacing on site, it is considered that the proposal would be no worse than the existing development in terms of flood risk and resiliency. However, as the proposed residential use is a more vulnerable one than commercial uses, Harrow's Drainage Authority have requested an informative alerting the developer to emergency planning information.
- 6.6.4 The proposal is thereby considered to achieve a satisfactory quality of sustainability.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed development would contribute to the housing stock of the borough, in accordance with paragraph 3.55 of the London Plan (2016). Furthermore, the proposed development would have a satisfactory impact on the character of the area and the amenities of existing neighbouring occupiers and future occupiers of the development. It would not harm the setting of the listed and locally listed buildings.

7.2 For these reasons, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

Checked

Interim Chief Planning Officer	Beverley Kuchar 7.5.2020
Corporate Director	Paul Walker 7.5.2020

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 92 of the Town and Country Planning Act 1990.

2. Approved Plans and Documents

Unless otherwise agreed in writing by the local planning authority, the development hereby permitted shall be carried out in accordance with the following documents and plans:

Planning and Economic Statement [dated March 2020]; Design and Access Statement [received 13/03/2020]; Management and Operation Plan [received 13/03/2020]; Daylight, Sun lighting and Overshadowing Report [version 02, dated 28th June 2019]; Transportation Statement [ref: VN91337, dated March 2020]; Travel Plan [ref: VN91337, dated March 2020]; Waste Management Strategy [ref: VN91337, dated March 2020]; Energy and Sustainability Statement [Project: 489 dated 28 June 2019]; Flood Risk Assessment [ref: 4589, dated 04/06/2019]; Noise Impact Assessment [ref: 19270.NIA.01]; Residential / Dwellings Supplementary Information; L(01)041 Rev P2; L(01)042; L(01)043 Rev P2; L(02)040 Rev P2; L(01)040; L(02)041 Rev P2; L(03)040 Rev P2; L(03)041 Rev P2; L(03)042 Rev P2; L(02)042 Rev P2; L(00)041 Rev P2; L(00)040 Rev P2; Unnumbered Location Plans; L(01)141 Rev P3; L(01)143 Rev P4; L(02)144; L(02)140-1 Rev P2; L(02)140 Rev P2; L(01)140 Rev P3; L(02)141 Rev P2; L(01)145 Rev P2; L(03)140 Rev P2; L(03)141 Rev P2; L(03)142 Rev P2; L(02)142 Rev P2; L(00)041 Rev P3

Plans provided for reference only: L(01)142 Rev P3 (2nd floor plan)

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

3. Materials (Pre-Commencement)

Notwithstanding the details shown on the 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 submitted, provided at the application site, and approved in writing by, the local planning authority:

- a: External materials, including the proposed external finishes;
- b: Window / door detailing for the entire building;
- c: Balcony railing and privacy screens for external amenity area;
- d. Bin and cycle storage areas; and
- e. External staircase and rain goods.

The development shall be carried out in accordance with the approved details and shall thereafter be retained. As the development concerns the internal alteration and upward extension of an existing building rather than new development, this is a PRE-COMMENCEMENT CONDITION.

REASON: To ensure that the development is carried out to the highest standards of architecture and materials.

4. Refuse storage (Pre-Commencement)

A) Notwithstanding the details shown on the approved plans, no development shall take place until the following information has been submitted to and approved in writing by, the local planning authority:

- i) Detail drawings and elevation of the walls and enclosures of the bin; and
- ii) Revised details showing the finalised number and location/ layout of waste bins.

As the development concerns the internal alteration and upward extension of an existing building rather than new development, Part A of this condition is a PRE-COMMENCEMENT CONDITION.

B) The approved waste storage area and bins shall be implemented on site prior to occupation of the development herein approved, and retained as such thereafter. The refuse bins shall be stored at all times in the designated refuse storage area, as shown on the approved drawing plans.

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area; and to ensure a sufficient and satisfactory provision of waste storage on site.

5. 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;
- 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; and
- 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 and to ensure that the transport network impact of demolition and construction work associated with the development is managed. 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.

6. Amended Plans and Details, Car and Cycle Parking Details

Notwithstanding the details shown on the approved plans, no development shall take place other than works of demolition until details until the following has been submitted to, and approved in writing by, the local planning authority:

- i) Full and amended details (including elevations and plans) of the proposed cycle storage, which shall be secure and sheltered and shall include 5% accessible provision, which shall be accessible to occupants of the development only;
- ii) Details of the 9 visitor cycle spaces storage provision, which shall be accessible to non-occupiers of the development;
- iii) Provision of a minimum of 20% active Electric Vehicle Charging points, with the remainder having passive provision
- iv) Details of the proposed privacy screens for the external amenity space; and
- v) Any external lighting proposed, if any, for the external amenity space.

The development shall be carried out in accordance with the details as so agreed and the proposed cycle storage and privacy screens shall be in place prior to the first occupation of the development and retained thereafter in that form thereafter.

REASON: To protect the privacy and amenities of neighbouring and future occupiers, and to ensure the satisfactory provision of safe and satisfactory cycle storage and car parking 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.

7. Sustainable Development and Renewable Energy

Notwithstanding the details shown on the approved plans, no development shall take place other than preparatory site works until details until the following has been submitted to, and approved in writing by, the local planning authority:

- i) Details of the proposed air source heat pumps, energy efficient mechanical ventilation and heat exchangers; and
- ii) Details of the proposed solar photovoltaic modules.

REASON: To protect the appearance of the development and safeguard the character and appearance of the area; and to ensure satisfactory provision of the proposed infrastructure on site.

8. Communal Facilities for Television Reception

Prior to the first occupation of the development, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to the Local Planning Authority in writing to be agreed. 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 development 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: 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.

9. Secure by Design

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.

10. Service Parking Bay

The proposed short-term parking bay in the rear curtilage hereby approved shall not be used for any purpose or user other than for works to service and support the proposed development; and shall not be occupied by any occupier of the development.

REASON: To ensure that the development does not result in an overprovision of car parking on site, and in the interests of sustainable transport.

11. Noise Mitigation

The proposed mitigation measures of the approved Noise Impact Assessment [ref: 19270.NIA.01] shall be implemented on site prior to the first occupation of the development, and shall be retained as such thereafter.

REASON: To protect the amenities of future occupiers.

12. 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.

13. Building Appearance

Any, extraction plant, air conditioning units and any other plant or equipment that is required on the exterior of the building shall be installed in accordance with details to be submitted to the Local Planning Authority to be agreed in writing.

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the highest standards of architecture and materials

14. Outdoor Music/Noise

No music or any other amplified sound caused as a result of this permission shall be audible at the boundary of any residential premises either attached to, or in the vicinity of, the premises to which this permission refers.

REASON: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents.

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

National Planning Policy Practice Guidance (2019)

The London Plan (2016):

2.13, 2.15, 3.3, 3.4, 3.5, 3.8, 3.9, 5.2, 5.3, 5.7, 6.9, 6.13, 7.3, 7.4, 7.6 and 7.8

The Draft London Plan (2019):

GG2; GG4; SD1; SD6; D3; D5; D6; HC1; H1; SI 2; T4; T5; T6.1; T7;

Harrow Core Strategy (2012):

CS 1, CS.2

Harrow and Wealdstone Area Action Plan (2013):

AAP1, AAP2, AAP4, AAP5, AAP6, AAP13, AAP19

Harrow Development Management Policies Local Plan (2013):

DM1; DM2; DM3; DM7; DM12; DM14; DM24; DM30; DM42; DM43; DM44; DM45

Relevant Supplementary Documents:

Mayors Supplementary Planning Guidance: Housing (2016)

Harrow Supplementary Planning Document: Residential Design Guide 2010

Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990

Historic England Good Practice Advice in Planning Note 3: The setting of heritage assets

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. 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.

4. 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

5. 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.

6. London Mayor's CIL Charges

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 £66,480.00

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.

7. Harrow Council CIL Charges

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 £177,378.93

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

8. 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..

9. Street numbering

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

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

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

10. 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.

11. 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

12. Emergency Planning Information

LB Harrow recommends that the Developer refer to LB Harrow SFRA, Emergency Flood Plan and NPPF as evacuation procedures should accompany development proposals and reference should be made to EA flood warning procedures for occupants and users.

Where warnings and evacuation are measures are included in the development proposals emergency planning and rescue implications will be considered in the effectiveness of managing the flood risk.

The applicant can contact the Harrow Infrastructure Team for further information.

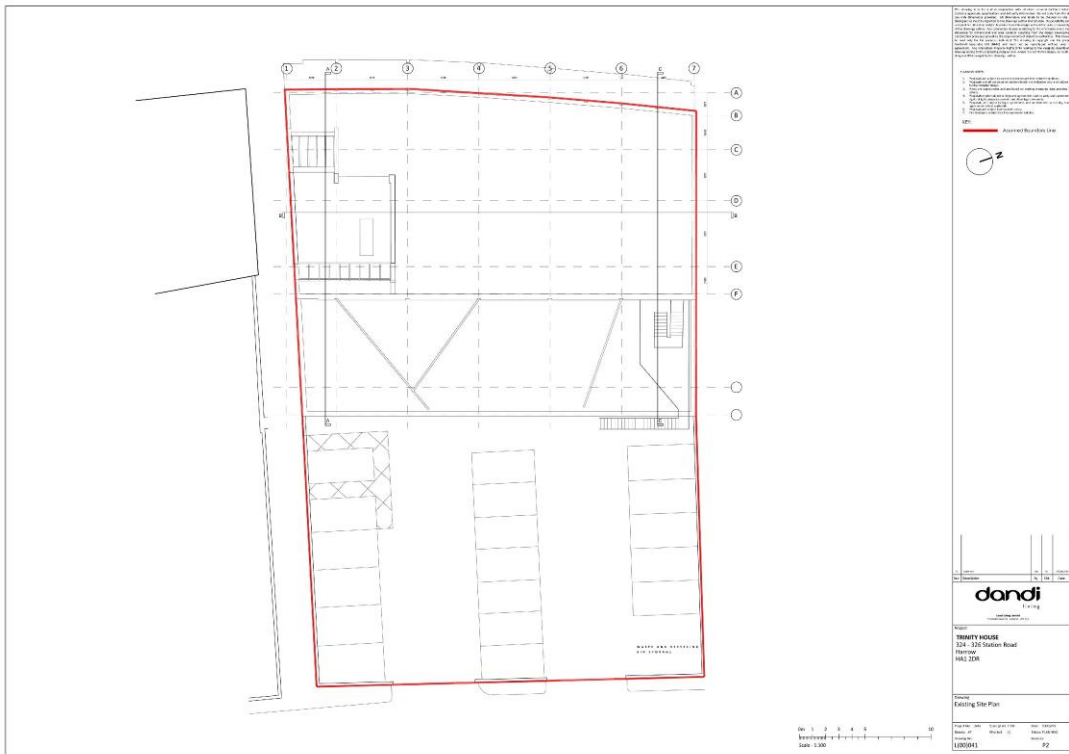
13. The applicant is advised that, notwithstanding the submitted information, no part of the above permission should be understood to imply or grant consent or agreement to the change of use for the second floor of the application building from its currently lawful use of B1/D1 to C3 residential use, as this issue falls outside the scope of this application.
14. The applicant is advised that the annotation on the purposed site plan drawing L(00)141 referring to a cycle storage enclosure approved under planning ref: P/1600/13 is incorrect, as no such cycle enclosure was approved under that permission. However, the cycle storage enclosure forms part of this permission and is herein granted permission, subject to conditions.
15. The applicant is advised that, this planning permission notwithstanding, the proposed HMOs are subject to a separate licensing requirements. The applicant is advised to contact the Council's community safety team regarding required licensing: <https://www.harrow.gov.uk/licences/licences-houses-multiple-occupation-hmos?documentId=12837&categoryId=210278>

APPENDIX 2: SITE PLAN

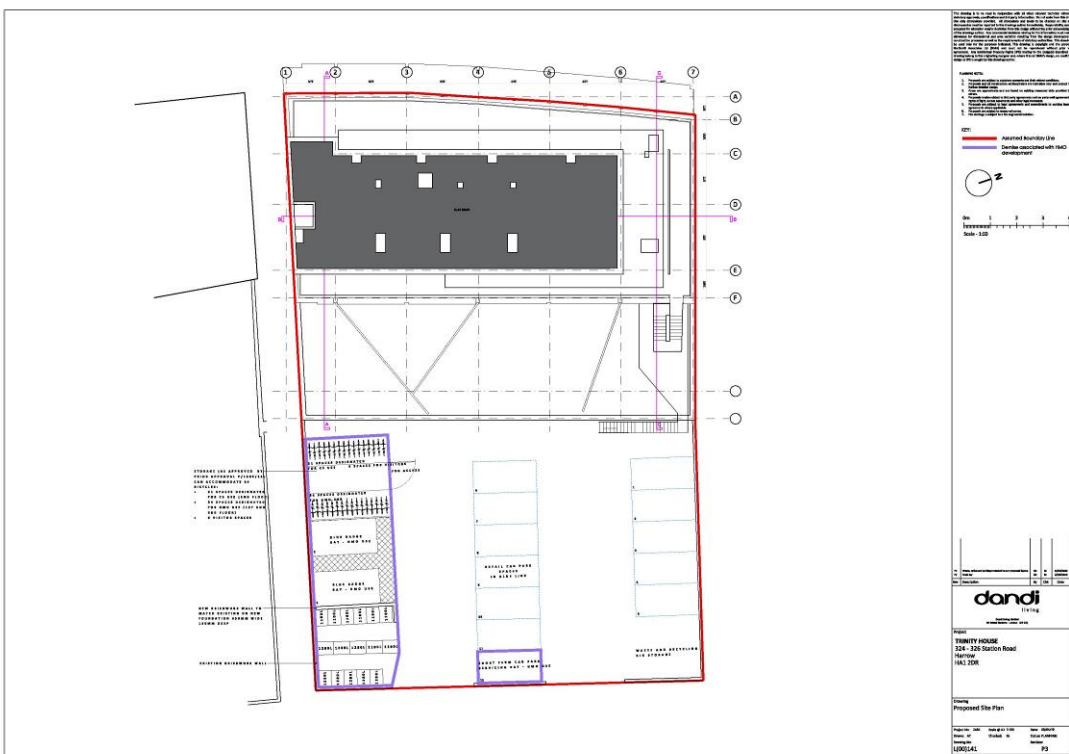


APPENDIX 3: PLANS AND ELEVATIONS

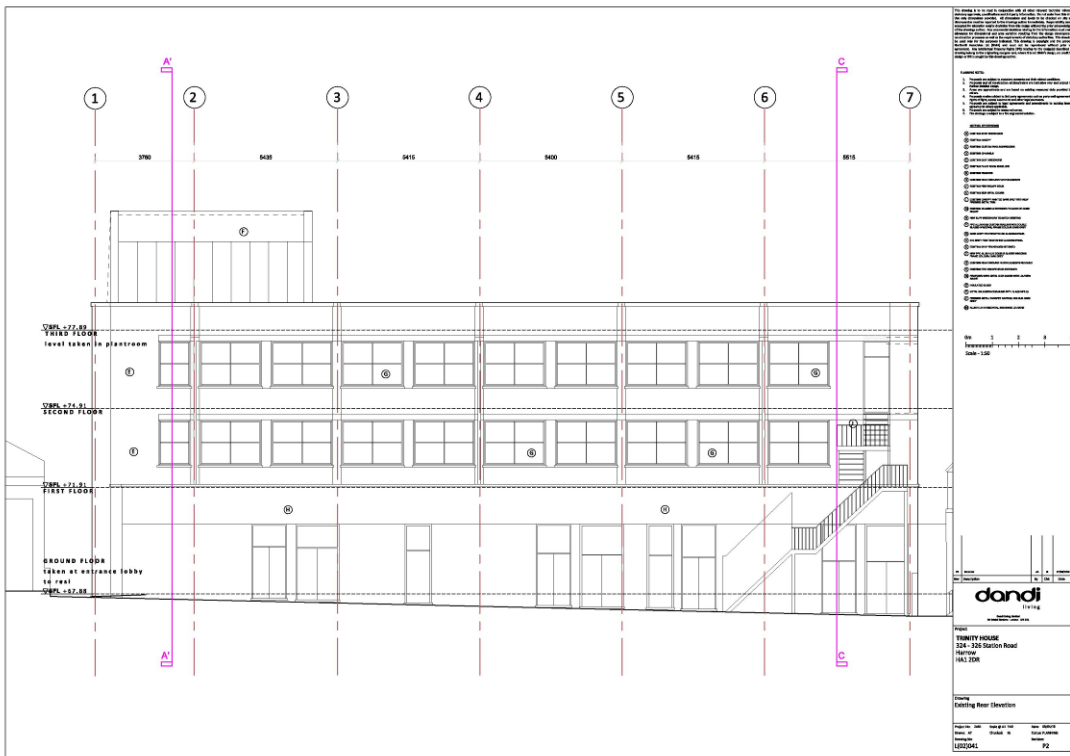
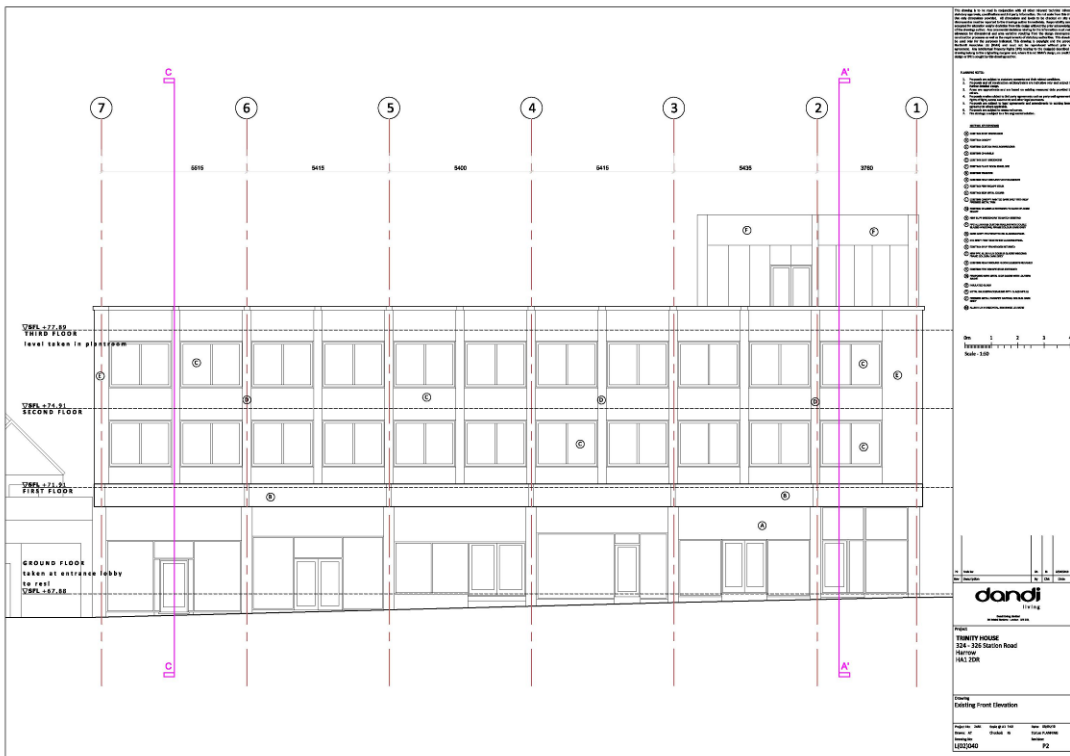
Existing site plan



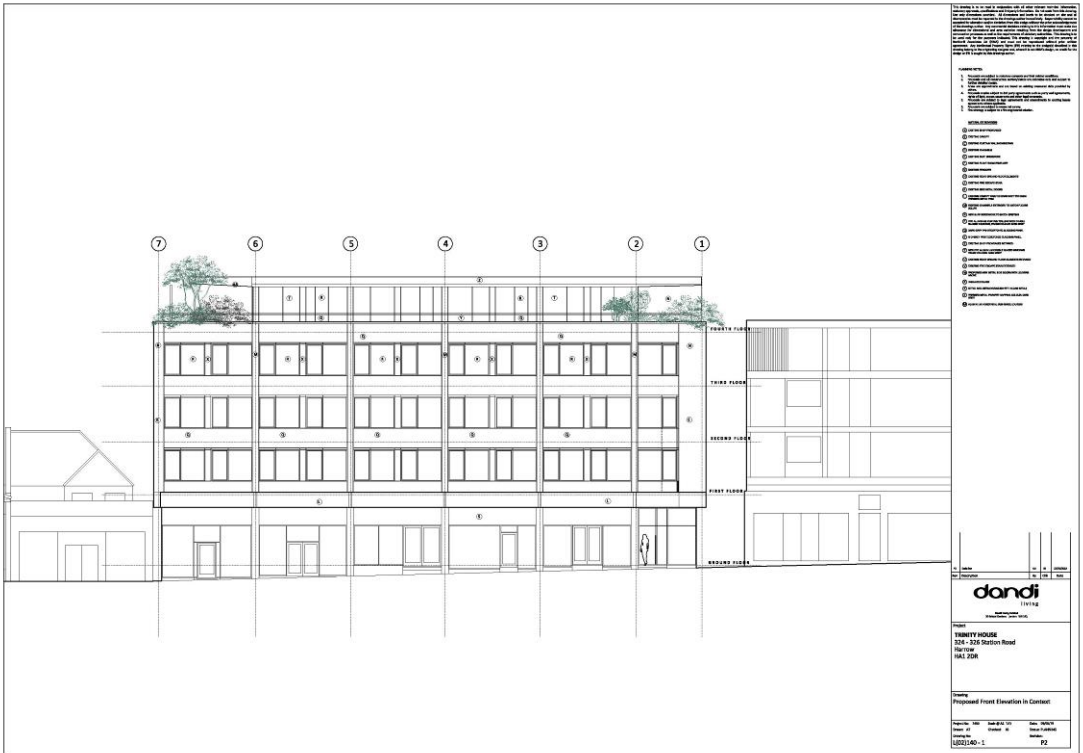
Proposed site plan



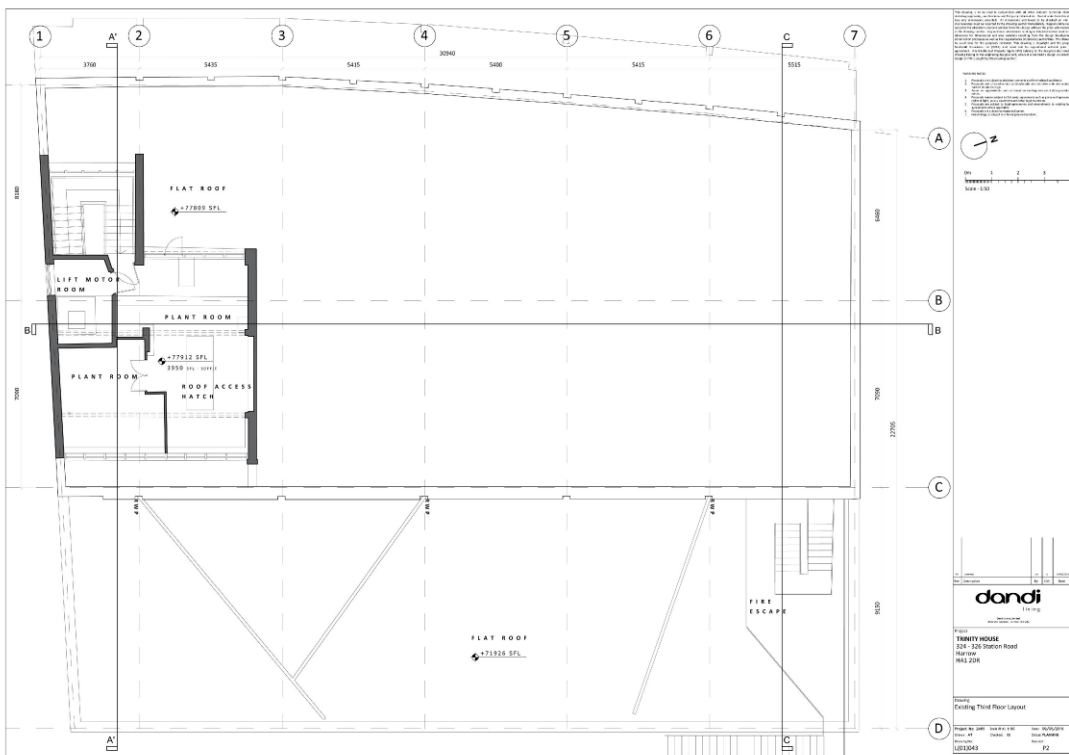
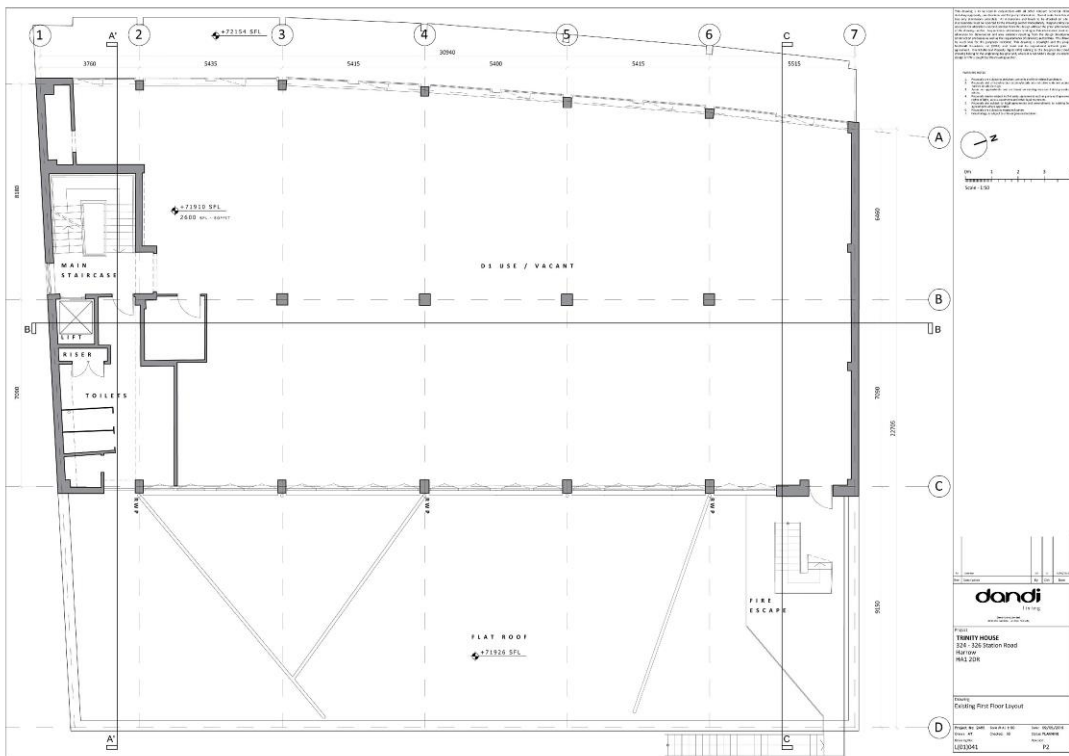
Front and Rear Elevation Existing Plans



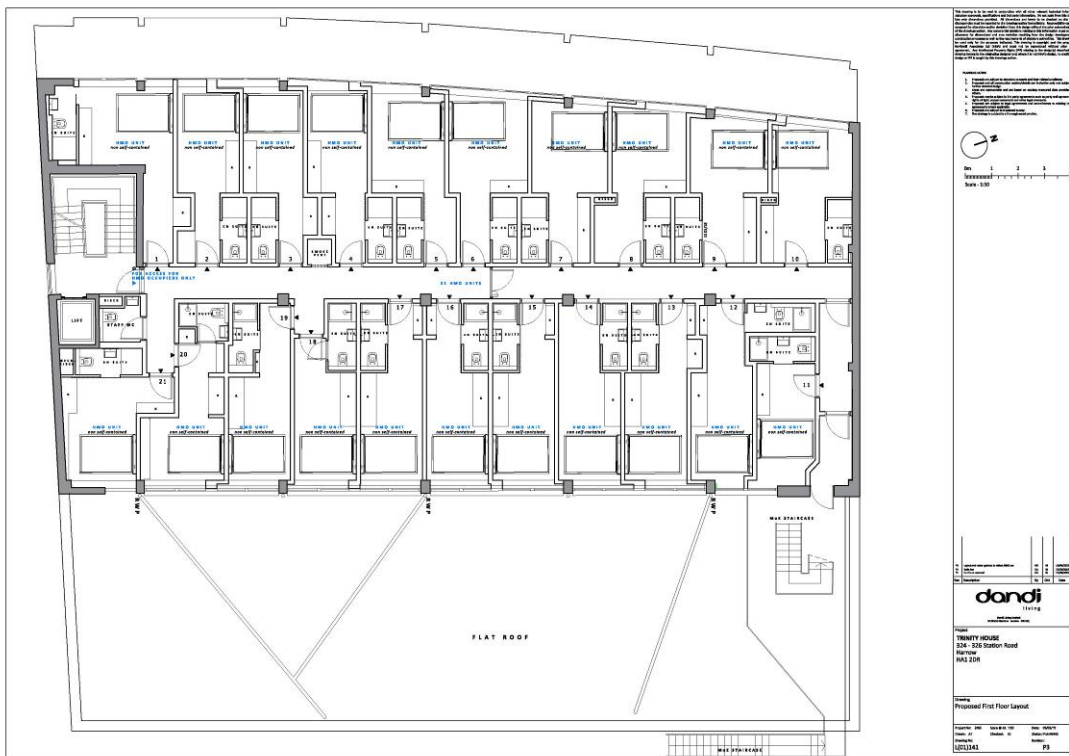
Proposed Front and Rear Elevation



Existing First Floor and Roof Plan



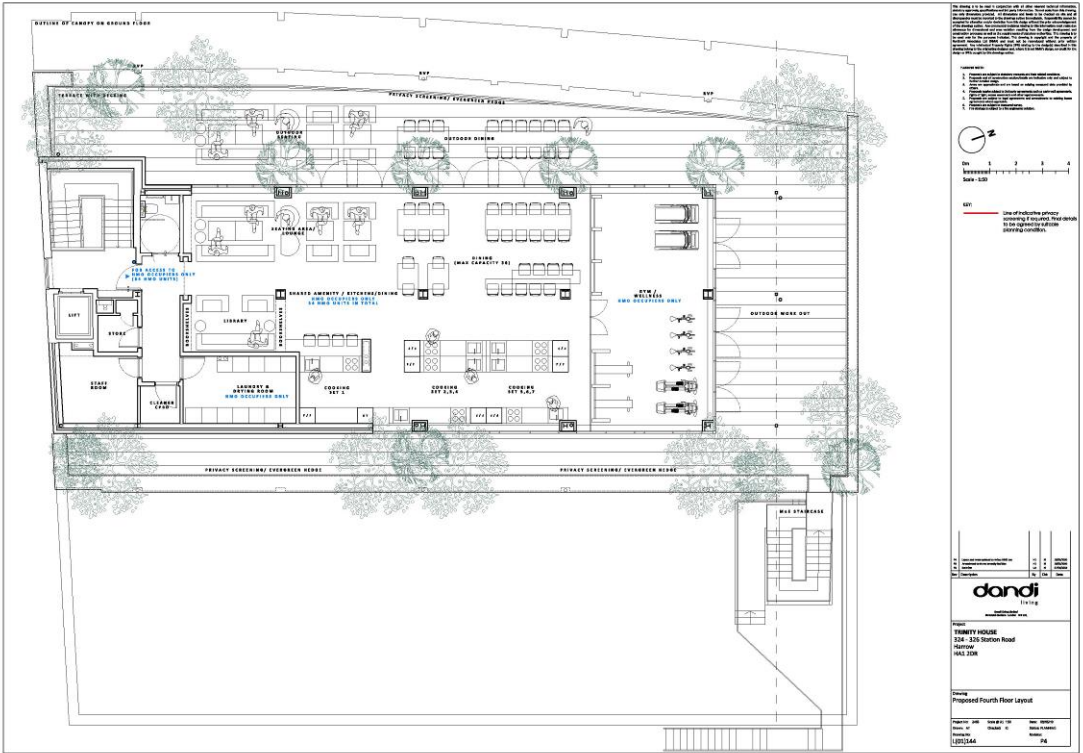
Proposed Plans



First floor

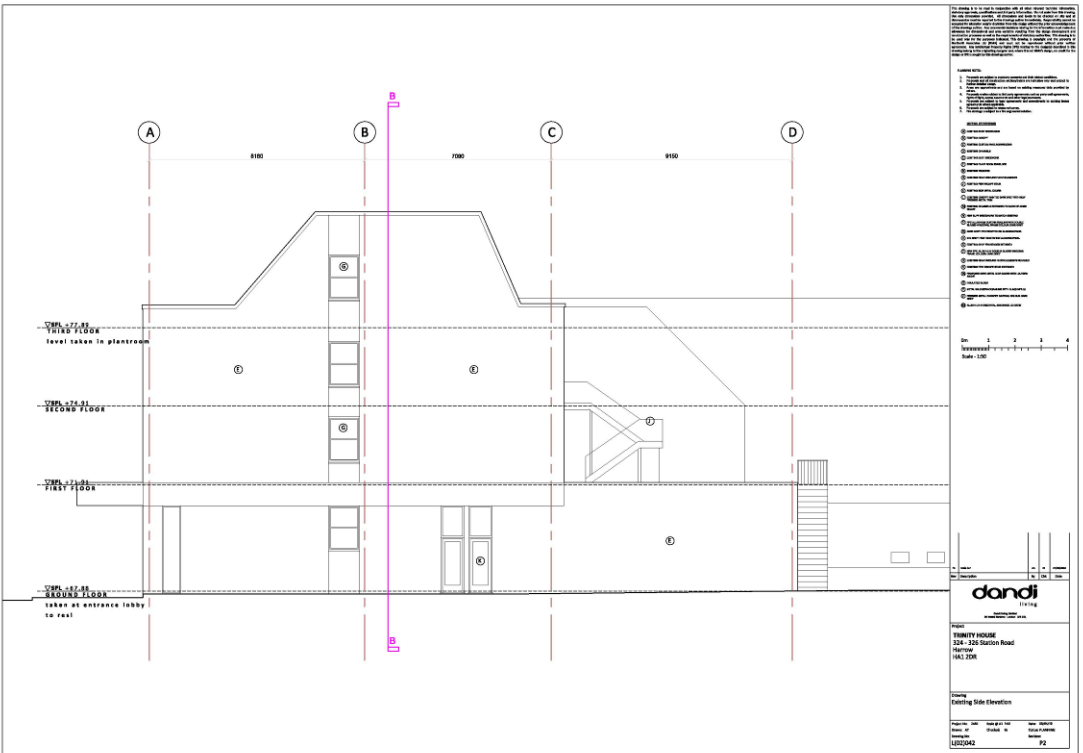


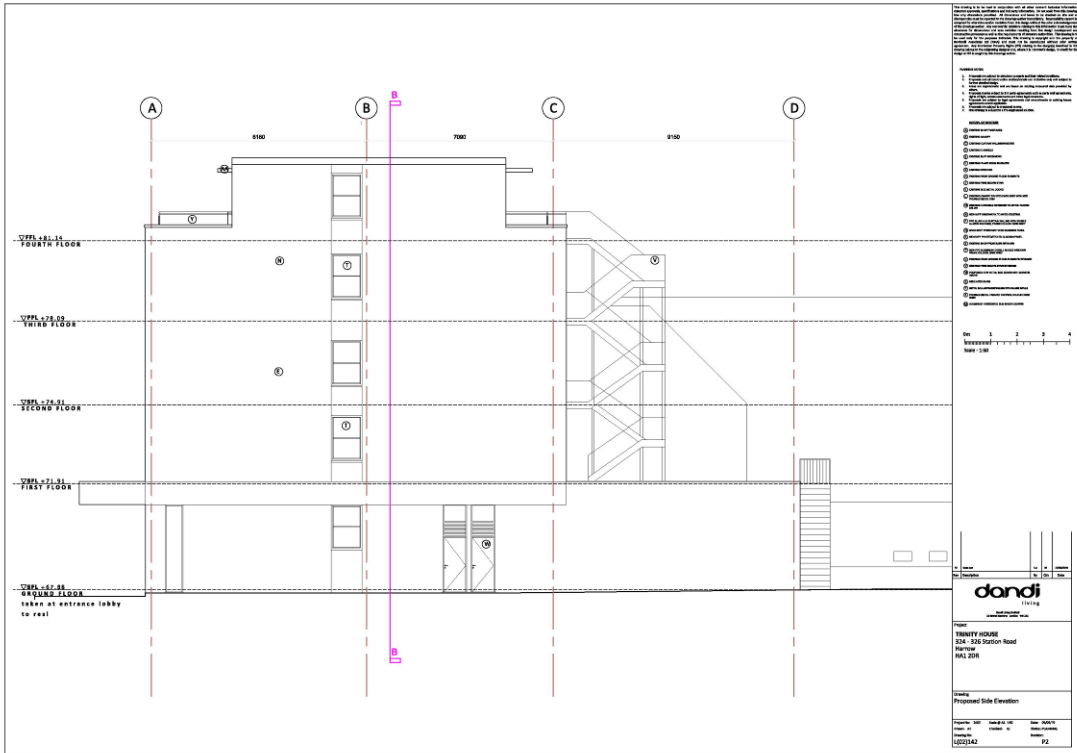
Third Floor



Fourth Floor

Side elevation- Existing and Proposed





APPENDIX 4: Site Photographs
Front Elevation



With no. 322 to the left



No. 328-332 to the right

Rear Elevation





Rear entrance of public access way connecting Station Road to Platinum House

This page has been left intentionally blank