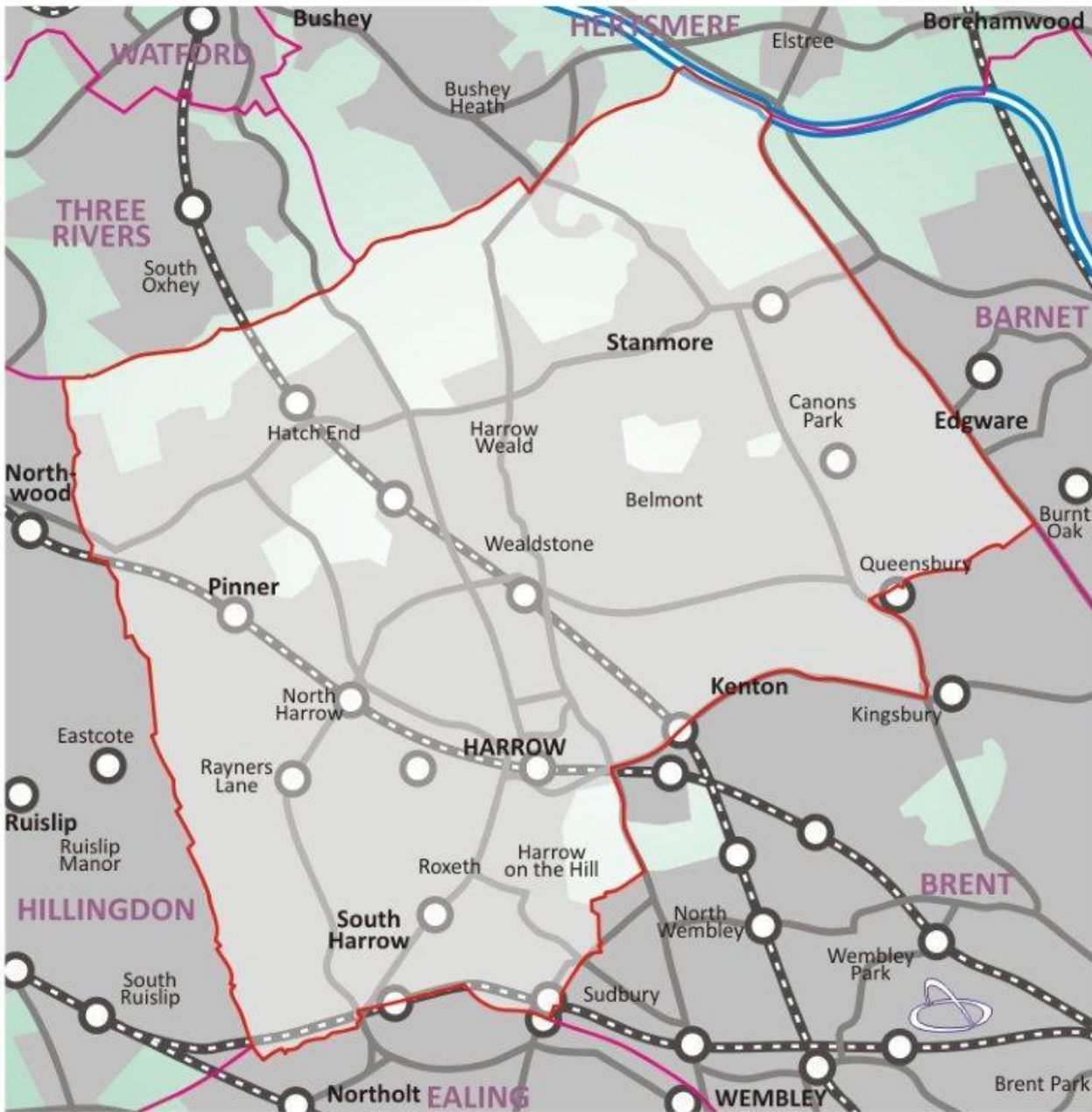


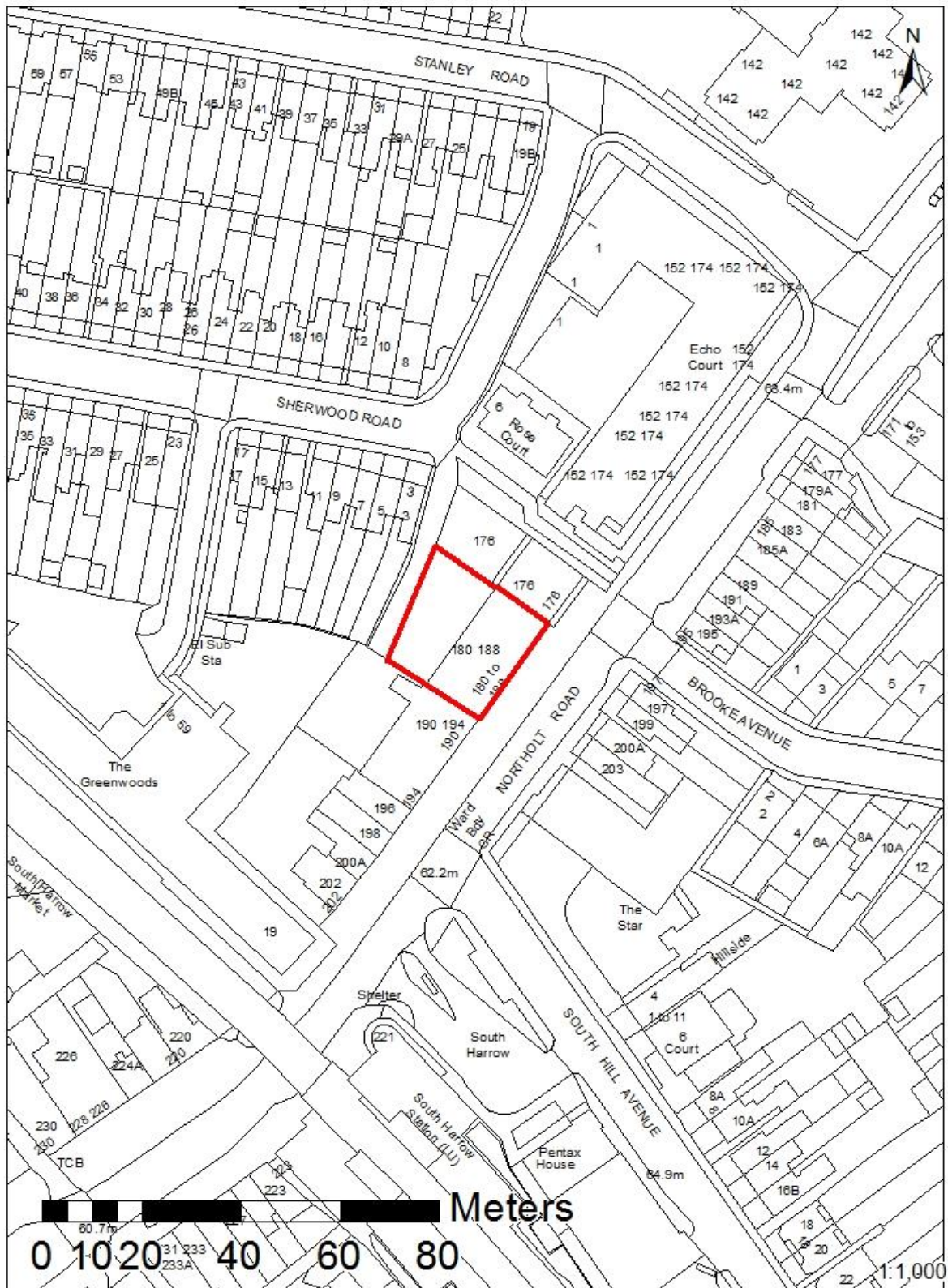
 = application site





<b>180-188 Northolt Road</b>	<b>P/0843/20</b>
------------------------------	------------------

# 180-188 Northolt 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

17<sup>th</sup> June 2020

**APPLICATION NUMBER:** P/0843/20  
**VALID DATE:** 3<sup>rd</sup> MARCH 2020  
**LOCATION:** 180-188 NORTHOLT ROAD, SOUTH HARROW  
**WARD:** ROXBOURNE  
**POSTCODE:** HA2 0ED  
**APPLICANT:** NITEN HANDA  
**AGENT:** POINT THREE DESIGN LTD  
**CASE OFFICER:** SELINA HOTWANI  
**EXPIRY DATE:** 19<sup>th</sup> MAY 2020 (EXTENDED EXPIRY: 10<sup>th</sup> JULY 2020)

### PROPOSAL

Creation of fourth and fifth storey of residential accommodation (C3) comprising eight flats (8 x 1 bed); Refuse and Cycle Storage

### 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 Interim Chief Planning Officer in consultation with the Director of Legal and Governance Services for the completion of the Deed of Variation related to Section 106 legal agreement subject of application P/1347/18/PRIOR and pursuant to sections 106 and 106A of the 1990 Act and is a supplement to the Principal Deed and should be read in conjunction with the Principal Deed 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. Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

### RECOMMENDATION B

That if, by 10<sup>th</sup> July 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 Chief Planning Officer to **REFUSE** planning permission for the following reason:

The proposed development, in the absence of a legal agreement to provide appropriate provision for restriction of resident parking permits 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), and Policies DM50 and DM42 of the Harrow Development Management Policies Local Plan (2013) and would therefore be unacceptable.

### **REASON FOR THE RECOMMENDATION**

The proposed development would bring forward housing provision of a satisfactory mix, layout and design to ensure that the future occupiers would benefit from a high standard of living accommodation. It is considered that the proposed building would have an acceptable design and external appearance and would not have an undue impact on the character and appearance of the area or the residential amenity of neighbouring occupiers. Accordingly, the development would accord with development plan policies and is recommended for approval.

## **INFORMATION**

This application is reported to Planning Committee as it would provide in excess of 3 new residential units. The application is therefore referred to the Planning Committee as it does not fall within any of the provisions set out at paragraphs 1(a) – 1(h) of the Scheme of Delegation dated 12th December 2018.

Statutory Return Type:	E13 Minor Dwellings
Council Interest:	N/A
Net additional Floorspace:	492sqm
GLA Community Infrastructure Levy (CIL):	£29,520
Contribution (provisional):	
Local CIL requirement:	£77,932.80

## **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. However, a condition has been recommended for evidence of certification of Secure by Design Accreditation for the development to be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.



## **1.0 SITE DESCRIPTION**

- 1.2 The property comprises a four storey 1970's office building on north-western side of Northolt Road. The building was formally known as Durbin House. The block has recently been converted to create a mix of 28 x 1 & 2 bedroom flats over ground, first, second and third floors (P/1374/18/PRIOR).
- 1.3 The site has an existing part undercroft / part surface car park at the rear of the building, accommodating 16 spaces.
- 1.4 Refuse and recycling storage is also located at the rear of the building. Within the building, access to the upper floors is by stairs and lifts.
- 1.5 The site has a public transport accessibility level (PTAL) of 5.
- 1.6 The site is within flood zone 1 and a critical drainage area and a designated Business Use Area.

## **2.0 PROPOSAL**

- 2.1 Creation of a fourth and fifth storey of residential accommodation to create result in eight additional flats comprising 8 x 1 bedroom, 2 person accommodation, each with private outdoor balconies. This would increase the height of the building by 5.5m.
- 2.2 New aluminium glazed doors are proposed to the front and rear elevations and would align with the existing fenestration below. Balconies and Juliet balconies at the front of these with frameless glass balustrades are proposed to align with the protruding bay windows below. 'Cedral' fibre cement horizontal cladding which would be pewter in colour are proposed for the external walls.
- 2.3 This proposal seeks to provide 10 cycle spaces, two of which would be located to the front of the site for short stay and 8 cycle spaces which would be added to the existing 32 cycle spaces. The development would result in the loss one existing car parking space and would be car free development.
- 2.4 A bin store would be provided to the rear of site and would incorporate 4 x 1100 waste bin, 4 x 1280 blue bins + 640 litres and garden waste (optional) which would be collected from Sherwood Road as per the existing situation.

## **3.0 RELEVANT PLANNING HISTORY**

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

<b>Ref no.</b>	<b>Description</b>	<b>Status &amp; date of decision</b>
HAR/5000/B	Erection Of 4 Storey Office Building (Outline)	Granted: 04/11/1963

HAR/5000/C	Erection Of 4 Storey Office Building	Granted: 29/03/1965
LBH/1385/6	Erection Of 1st & 2nd Floors Rear Extension To Office Building	Granted: 02/11/1970
LBH/1385/7	Erection Of 1st & 2nd Floors Rear Extension To Office Building (Revised)	Granted: 17/02/1971
P/2339/COU	Provision of an additional floor of office accommodation	Granted 11/11/2004
P/4164/15	Prior approval for conversion of offices (class B1a) to 25 self-contained flats (class C3) (prior approval of transport & highways impacts of the development and of contamination risks and flooding on the site)	Granted: 29/10/2015
P/5573/15	Third floor rear extension and creation of fourth floor for B1 office use; cycle and bin storage.	Grant: 24/02/2016
P/0587/18	Third floor rear extension and creation of fourth floor to accommodate 11 unit HMO single occupancy units over extended third and fourth floors with communal kitchen/dining area	Granted: 03/06/2019
P/1374/18/PRIOR	Conversion of offices (Class B1a) to 28 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 and commercial premises on the intended occupiers	PAR Granted: 01/06/2018
P/3312/18	Replacement windows to front and rear elevations; cladding to front and rear elevations	Granted 16/10/2018
P/4150/18	Fourth floor extension to create four x one bed flats; Refuse and Cycle Storage	Granted 24/04/2019

## 4.0 **CONSULTATION**

- 4.1 A total of 20 consultation letters were sent to neighbouring properties regarding this application.
- 4.2 The overall public consultation period expired on 15 April 2020 and no comments were received.
- 4.3 Re-consultation was carried out to include the approved scheme (P/4150/18) within the current description of development as the permission has not yet been implemented. The re-consultation period expired on 28 May 2020. No comments were received.

### **Statutory and Non Statutory Consultation**

- 4.4 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

Consultee and Summary of Comments
<p><b>LBH Highways</b> No objection to car free proposal given excellent PTAL 5/6 area, subject s106 agreement for parking permit restriction (£1500 contribution to amend the Traffic Management Order).</p> <p><b>LBH Drainage</b> Initially unsatisfactory.  Updated Flood Risk Assessment and plans were submitted and Drainage Officer has no further objection subject to standard informatives being attached to any grant for permission.</p> <p><b>LBH Waste Management Policy Officer</b> The applicants have put 8 bins on the plans but based on 36 flats they will require 9 bins in total. 5 x 1100 general waste and 4 x 1280 recycling. They may have to expand the bin area a bit as there could be potential issues if not enough bin space once all the residents have moved in. <i>Applicant updated drawing to reflect this.</i></p> <p><b>Landscape Officer</b> No comments received.</p> <p><b>Travel Plan Officer</b> We welcome developers to implement sustainable travel initiatives and engagement with occupiers, no matter the size of the development. However, this application is under the threshold for a travel plan statement requirement therefore, the document is enough to satisfy TfL requirements. No further monitoring is required but once again we would encourage the developer to implement the measures suggested in the plan. The council reserve the right to review future policy at a local level to ensure the continued sustainable</p>



development within the borough.

**Network Rail:**

No comments.

## 5.0 **POLICIES**

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

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

5.2 The Government has issued the National Planning Policy Framework [NPPF 2019] sets out the Government’s planning policies for England and how these should be applied, and is a material consideration in the determination of this application.

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

5.4 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2019), 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 policies referenced within the report below and a summary within Informative 1.

## **6.0 ASSESSMENT**

6.1 The main issues are:

- Principle of Development
- Character and Appearance of the Area
- Residential Amenity
- Traffic, Safety and Parking
- Development and Flood Risk
- Accessibility
- Equalities Implications
- S17 Crime & Disorder

### **6.2 Principle of Development**

6.2.1 The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan 2016: 3.3, 3.8
- The Draft London Plan 2019:GG1, GG2, GG4 and H1
- Harrow Core Strategy 2012: CS1, CS4C
- Harrow Development Management Policies Local Plan (2013):DM1, DM24

6.2.2 The application site is just outside of the designated Neighbourhood Parade close to the South Harrow Town Centre Boundary. It is a designated Business Use area (Site EM1). Policy CS 4C is relevant. The policy states that proposals within the Northolt Road business use area for mixed-use redevelopment or conversions which make provision for a diversified range of appropriate employment generating uses will be supported. This section of Northolt Road has been redeveloped with mix-use development of up to 8 floors in part and directly south (190-194 Northolt Road) benefits from prior approval for 48 self-contained flats (P/2905/16) as does the subject property for 28 self-contained units (P/1374/18/PRIOR) which has now been implemented.

6.2.3 Although the subject site is not allocated for housing development, policy changes have taken precedent in the guise of prior approval from business use to residential resulting in redevelopment of some of the sites within the business use area for housing. Following the implementation of the prior approval for residential use at this site and the fall-back of position of permission P/4150/18 which allowed for an additional storey of residential above (4 x 1 bed units); residential use at this property as well as the intensification of residential use by virtue of creating additional floors has been accepted and is therefore acceptable in principle.

6.2.4 Policy 3.8 of The London Plan (2016) encourages the Borough to provide a range of housing choices in order to take account of the various groups who require different types of housing. Further to this, Core Policy CS1 (I) states that 'New residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods, to promote housing choice, meet local needs, and to maintain mixed and sustainable communities'. Having

regard to the London Plan and the Council's policies and guidelines, it is considered that the proposed development would constitute an increase in housing stock within the borough, and would therefore be acceptable in principle. There is no specific policy in the Council's Core Strategy that precludes the principle of extending an existing building to provide new flats in this location.

- 6.2.5 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.
- 6.2.6 The unit mix comprises 8 x 1 bedroom units which is considered to be acceptable in this location. Whilst the Council's policies prioritise family housing (3 bed), policy DM24 states that an appropriate mix of housing will regard the location of the site, the character of its surroundings and the need to optimise housing output on previously developed land. The existing property comprises a mix of 2 and 1 bed units (4 x 2 bed and 24 x 1 bed) and given the site constraints by virtue of its business use designation, it is considered that the property would be more suited to lower occupancy units. In this context, the proposed mix would be appropriate and would provide much needed high quality housing through the intensification of the existing site.
- 6.2.7 For these reasons it is considered that the provision of housing at this site is acceptable, subject to consideration of further policy requirements as detailed below.

### **6.3 Character and Appearance of the Area**

6.3.1 The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan 2016: 3.3, 3.5, 3.8, 6.3, 6.9, 6.13, 7.4, 7.6
- The Draft London Plan 2019: D1, D2, D3
- Harrow Core Strategy 2012: CS1
- Harrow Development Management Policies Local Plan (2013): DM1, DM24, DM27, DM42, DM44, and DM45

Relevant Supplementary Documents:

- Residential Design Guide (2010)
- The London Plan Housing Supplementary Planning Guidance (2016)
- Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

6.3.2 Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host

building.’ Policy DM1 of the DMP gives advice that “all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout. Paragraph 4.7 and 4.8 of the Council’s adopted Residential Design Guide SPD that local character is an important consideration and that built form and room form are important elements of this. They also state that the design and layout of new development should recognise the character of the area in which it is located. Paragraphs 4.14 and 4.15 address issues related to design of new buildings and state that the roof form is very important in the character of new development.

- 6.3.3 The principle of an additional (fourth) storey of residential accommodation has already been accepted under planning reference: P/4150/18. This has not been implemented and as such the current proposal now seeks to create two storeys of residential accommodation (fourth and fifth storey). It would replicate the design and appearance of what was previously approved, albeit incorporating an additional floor, resulting in the height of the property increasing by 5.5m above the existing building line, with the lift overrun being marginally higher (0.4m). Heights along this terrace vary and whilst there is no distinctive or uniform building height, the general flat roof design consistent along this row of commercial properties would be maintained. Notwithstanding this, the proposed development would be 1.7m higher than the highest part of the adjacent property to the south (190-202) and would be lower than the 152-158 & 160 Northolt Road nearby, a residential development known as ‘Echo One’ comprising between 6-9 storeys (permitted under planning reference P/2163/15).
- 6.3.4 The additional storeys would also be set back from the edge of the existing roof to the front and rear by approximately 0.6m which would ensure it would not appear overly prominent or dominant when viewed from the street scene or public vantage points. Accordingly, it is considered that the additional storey would be appropriate in scale with the host property and would not detract from the existing development pattern.
- 6.3.5 Due to the changes in levels from front to rear, the rear of the building already appears as 5 storeys high when viewed from residential properties on Sherwood Road. However, given the 15-19m distance between the closest rear garden and the building itself the additional height is unlikely to appear overly dominant, particularly given the scale of properties which immediately surround. Furthermore, the set back of the additional storeys behind the existing parapet around the front and rear elevations of the building would also offer some visual relief. The proposed balconies / terraces would not project beyond the existing bays given that they would be part recessed and set back from the edge of the existing building. Their alignment with the projecting bays below would ensure they would not appear bulky or unduly prominent. On this basis, the proposal is considered to respect the general scale and appearance of the host property and wider area and would not detract from their character and appearance.
- 6.3.6 In terms of design and appearance, the cladding (concrete pewter finish), grey aluminium framed windows and green sedum roof are consistent with that approved under permission ref: P/3312/18 for the replacement of windows and cladding to facilitate the implementation of the prior approval application. As this

has now been implemented, the proposal would therefore match the existing property which is acceptable. Notwithstanding this, a condition ensuring matching materials and appropriate window depths for the reveals are used will be attached.

- 6.3.7 In conclusion, it is considered that the proposal would have an acceptable impact on the character and appearance of the property and wider area.

#### Refuse and Servicing

- 6.3.8 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’.
- 6.3.9 As a result of the proposal the existing refuse store would need to ensure that it could accommodate 9 bins for 36 units (28 existing and 8 proposed). This would need to comprise 5 x 1100 litre general waste and 4 x 1280 recycling bins. The proposal indicates that the existing refuse store would accommodate the additional bins required. The Council’s Waste Officer had indicated that an additional bin would be required to meet the requirements outlined in the Council’s Code of Practice for the storage and collection of refuse and materials for recycling in domestic properties (2016) document. Notwithstanding this, there appears to be sufficient space within the proposed store to accommodate this and as such a condition requiring a revised basement plan showing the appropriate number of bins is recommended. A condition is also appropriate to ensure such refuse bins are provided within suitable storage enclosures, prior to the first occupation of the units.
- 6.3.10 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).

#### Landscaping

- 6.3.11 Policy DM22 seeks that proposals include hard and soft landscaping. However, given limited scope for soft landscaping and the existing site constraints it is not considered that the site could provide any meaningful form of landscaping. It is therefore considered that in this case the hard landscaping as retained would be acceptable.

## 6.4 Residential Amenity

### 6.4.1 *The relevant policies are:*

- Harrow Core Strategy 2012:CS1
- Harrow Development Management Policies Local Plan (2013):DM1, DM27
- London Plan Policy 7.4
- The Draft London Plan Policy D1, D6

### *Relevant Supplementary Documents*

- Residential Design Guide (2010)
- The London Plan Housing Supplementary Planning Guidance (2016)

### Residential Amenity of neighbouring Occupiers

6.4.2 As noted in the table below, all of the proposed flats would meet the minimum floor space as set out in the London plan. Each of the flats include bedrooms over 11.5sqm which is a suitable size for a double room. The main habitable communal rooms within the flats have sufficient daylight and outlook and all bedrooms are served by a window which allows sufficient light availability, ventilation and outlook.

	<b>Proposed Size</b>	<b>Proposed GIA</b>	<b>Minimum GIA</b>	<b>Minimum Storage</b>
Flat 29	1 bed 2 persons	50sqm	50sqm	1.8sqm
Flat 30	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 31	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 32	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 33	1 bed 2 persons	50sqm	50sqm	1.8sqm
Flat 34	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 35	1 bed 2 persons	50sqm	50sqm	1.5sqm
Flat 36	1 bed 2 persons	50sqm	50sqm	1.5sqm

6.4.3 The floor to ceiling height of each of the flats will be 2.4m for the entire floor area which exceeds the prescribed London Plan requirements and it is therefore considered acceptable. Although the Council prefers developers to provide a 2.5m floor to ceiling height in line with Draft "Intend to Publish" London Plan (2019), this has not been adopted and therefore alignment with the current adopted London Plan is acceptable on this basis.

6.4.4 Paragraph 4.55 of the Residential Design Guide SPD specifies that 'the vertical stacking of rooms between flats should ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. Where possible, the horizontal arrangement of rooms between flats in a block should also avoid bedrooms adjoining neighbouring living rooms, kitchens and bathrooms, as well as communal areas such as halls and stairs'.

6.4.5 Although there is some overlap between the existing third floor and proposed fourth floor in terms of stacking, with bedrooms overlapping living rooms in part, since it is only to a small degree, this is not considered to constitute a reason for



refusal. Furthermore, the stacking arrangements between the fourth and fifth storey would be acceptable. Accordingly, it is considered that the vertical stacking between the proposed units would not give rise to unacceptable living conditions for future occupiers of the units.

#### Amenity Space

- 6.4.6 Policy DM1 of the DMP seeks to inter alia ensure that development proposals provide an appropriate form of useable outdoor space. Policy DM27 expects proposals for residential development to provide appropriate amenity space in accordance with the London Plan standards which requires a minimum of 5 sqm for a 1 bedroom flat. Balconies should also be a minimum of 1.5m in depth. The proposed flats would meet these standards as each flat would benefit from access an appropriately sized balcony. The larger of the terraces would be 5 sqm and more than 1.5 sqm. This is considered to be acceptable.
- 6.4.7 Overall, it is considered that the proposed development is likely to provide an acceptable level of amenity for future occupiers, subject to conditions.

#### Neighbour Amenity

- 6.4.8 The proposed siting of the development, relative to the nearest residential properties would allow for some oblique overlooking, however this would be limited due to both the height of the windows and the set-in of the new floor from the existing roof edge. Whilst the proposed balconies / terraces to the rear would face the rear gardens of properties between 3-17 Sherwood Road, it is not considered that this would exacerbate the situation over and above the existing given the large distance between them (over 16m). This would also ensure that the proposal would not materially result in any loss of daylight or outlook to neighbouring occupiers given that the proposal would be wholly contained within the existing building footprint.
- 6.4.9 The proposed additional storeys would accommodate an additional eight flats. It is considered that the likely increase in activity associated with the additional flats would not be significant and are not likely to cause unreasonable disturbance to the neighbouring properties.
- 6.4.10 In summary, it is considered the proposal would not have an unacceptable impact on the residential amenities of adjoining occupiers or the occupiers of the subject site in accordance with London Plan policy 7.6B and Development Management Policies Local Plan (2013) Policy DM1 and would therefore have an acceptable impact on neighbouring amenity.

### **6.5 Traffic, Safety and Parking**

- 6.5.1 The relevant policies are policies 6.3, 6.9 and 6.13 of The London Plan (2016), Policies T4, T5 and T6 of the Draft London Plan (2019) Policy CS1 R of the Harrow CS (2012) and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

- 6.5.2 The existing property has 16 car parking spaces and no additional car parking spaces are proposed as part of the current scheme, although there would be a loss of one parking space. Whilst an amount of parking was previously considered acceptable as part of the prior approval application this was an existing situation. At that time, the trip generation assessment indicated that the residential scheme would generate less traffic than the previous office use and as such the site was in excess of parking. Notwithstanding this, given the significant weight now afforded to the draft London Plan, the Highways Officer has considered the proposal against the aforementioned guidance. The application site has a Public Transport Accessibility Level of very good / excellent (5/6) and in such areas standard car parking is no longer acceptable. With the application property falling just outside the South Harrow Town Centre and South Harrow Station being located 75m away from the property equating to 1 minutes walk it is considered that the loss of a car parking space would be insubstantial. Accordingly, the car free intentions of the development are considered acceptable given the highly sustainable location.
- 6.5.3 Car free development at this site was accepted in principle as part of the prior approval to convert the lower levels to residential. This was subject to a Section 106 agreement to restrict parking permits for future occupiers. The applicant has agreed to enter into a deed of variation so the additional flats could form part of the existing agreement. This is considered to be acceptable. An updated Transport Statement and revised travel plan incorporating the proposed scheme with the current use was submitted and found acceptable by the Council's Highways department.
- 6.5.4 The highways requirement for the proposal seeks eight additional sheltered, secure and accessible cycle parking spaces to be provided for each flat. Cycle parking for an additional 8 bicycles to the existing 32 approved within the prior approval scheme is required. As such, the proposed development provides for a total of 26 within an internal bike store in the undercroft area of the building and to the rear of the site and a further 14 within an external cycle store within the existing car park. Two short stay Sheffield stands have been provided to the front of the property. As such, the Highways Officer considers the provision to be acceptable as the entire development would have a total of 40 cycle spaces and 2 short stay spaces. A condition requesting specific measurements and appearance of the Amazon Cycle Shelter is recommended to be secured via condition.
- 6.5.5 In summary, Highways Officers have no objection to this proposal subject to a pre-commencement condition for cycle parking details and a S106 agreement for parking permit restriction (£1500 contribution to amend the Traffic Management Order). It is therefore considered that the proposed development would be acceptable in Highway terms and would accord with policies 6.9B and 6.13 of The London Plan (2016) and T5, T6, T6.1 of the "Intend to Publish" Draft London Plan (2019) and policy DM42 of the Harrow Development Management Policies Local Plan (2013).

## **6.6 Development and Flood Risk**

- 6.6.1 The relevant policies are DM 9 and DM 10 of the Development Management Policies Local Plan (2013).

6.6.2 The site is located within surface water flood zone 3a and 3b. The main access to the development is from Northolt Road which is also identified as being at high risk of flooding as it is situated within flood zones 3a and 3b. The Flood Risk Assessment was found to be sufficient by the drainage department and is therefore acceptable. The Drainage Officer had however asked the applicant to install HD slot drains outside of the building where the flooding would intercept floodwater before it enters the basement as well as show the connection to the existing surface water drain. A plan to this effect was submitted and the proposal was subsequently found to be acceptable in terms of Flood Risk.

6.6.3 Subject to the Council's standard drainage informatives, the proposal 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).

## **6.7 Accessibility**

6.7.1 *The relevant policies are:*

- The London Plan 2016: 3.5, 3.8
- The "Intend to Publish" London Plan 2019:D5
- Harrow Core Strategy 2012:CS1
- Harrow Development Management Policies Local Plan (2013):DM2

6.7.2 The submitted Design and Access Statement states that there is a stepped access from the existing street level access and level access from the rear car park. The existing lift would be extended to provide access to the new upper levels and the stairwell extended to fourth and fifth floors. It also states that the new flats would be designed to meet regulation M4 as required.

6.7.3 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).

## **7.0 CONCLUSION AND REASONS FOR APPROVAL**

7.1 The proposed development would bring forward housing provision of a satisfactory mix, layout and design to ensure that the future occupiers would benefit from a high standard of living accommodation. It is considered that the proposed building would have an acceptable design and external appearance and would not have an undue impact on the character and appearance of the area or the residential amenity of neighbouring occupiers. Accordingly, the development would accord with development plan policies and is recommended for approval.

## **APPENDIX 1: CONDITIONS AND INFORMATIVES**

### **Conditions**

#### **1. Timing**

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

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

#### **2. Approved Plans and Documents**

The development hereby permitted shall be carried out in accordance with the following documents and plans: Location Plan, EX01, EX02, EX03, EX04, EX05, S01, S02, P01 Rev B, P02, P03, P04, P05, P06, P07, P08, P09, PA02, PA06, Rev A, Transport Statement (Dated November 2019), Flood Risk Assessment & SUDS Report (C2166-R1-REV-C), Planning, Design and Access Statement (P3D/JF/191101), dated December 2019,

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

#### **3. Materials**

The materials to be used in the construction of the external surfaces of the extension and for the external alterations to the existing building hereby permitted shall be those specified on drawing numbers P04 and P05.

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

#### **4. Details of windows and doors**

Notwithstanding the details shown on the approved drawings, prior to commencement of the development hereby permitted shall not commence until details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- i) detailed sections at metric scale 1:20 through all external reveals of the windows and doors on each of the elevations;
- ii) sections and elevations of the parapet detail and roofline of the proposed building.

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

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

## 5. Communal Television Equipment

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

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

## 6. Cycle Parking

The flats hereby approved shall not be first occupied until cycle parking details showing a layout plan of the storage area, types of stands and access doorways with dimensions of the external cycle store have been submitted to, and agreed in writing, by the local planning authority. The development shall be carried out in accordance with the approved details prior to the occupation of the development and shall thereafter be retained.

REASON: To ensure that adequate, secure and acceptable form of cycle parking is provided.

## 7. Part M of the Building Regulations

The development hereby permitted shall be constructed to the specifications of:

“Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings” of the Building Regulations 2013 and thereafter retained in that form.

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

## 8. Flues and Pipework

The development hereby approved shall not progress beyond damp proof course level until full details, including specifications 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.

REASON: To ensure a high quality of design.

## 9. Secure by Design

Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the development shall be installed in accordance with details to be agreed in writing by the local planning authority. The applicant shall apply for a

Secured by Design Certification which shall be submitted and approved in writing by the local planning authority, or justification shall be submitted where the accreditation requirements cannot be met. Secure by design measures shall be implemented where practical and the development shall be retained in accordance with the approved details.

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

## **INFORMATIVES:**

### 1. Policies

**The following policies are relevant to this decision:**

#### **National Planning Policy Framework (2019)**

#### **The London Plan 2016**

3.3 Increasing Housing Supply  
3.5 Quality and Design of Housing Developments  
3.8 Housing Choice  
3.9 Mixed and balanced communities  
5.3 Sustainable Design and Construction  
6.9 Cycling  
6.13 Parking  
7.2 An Inclusive Environment  
7.3 Designing Out Crime  
7.4 Local Character  
7.5 Public Realm  
7.6 Architecture  
7.8 Heritage assets and archaeology

#### **Intend to Publish Draft London Plan (2019):**

D1 London's form and characteristics  
D2 Delivering good design  
D3 Inclusive Design  
D5 Accessible Housing  
D6 Housing Quality and Standards  
T4 Assessing and Mitigating Transport Impacts  
T5 Cycling  
T6 Car Parking

#### **Harrow Core Strategy 2012**

Core Policy CS 1 – Overarching Policy Objectives

#### **Harrow Development Management Policies Local Plan (2013)**

DM 1 – Achieving a High Standard of Development Policy  
DM 2 – Achieving Lifetime Neighbourhoods Policy  
DM 9 - Managing Flood Risk Policy



DM 10 – On Site Water Management and Surface Water Attenuation  
DM 12 – Sustainable Design and Layout  
DM22 – Trees and Landscaping  
DM 24 – Housing Mix  
DM 27 – Amenity Space  
DM 42 – Parking Standards  
DM 44 - Servicing  
DM 45 – Waste Management  
DM 50 – Planning Obligations

### **Relevant Supplementary Documents**

Mayor of London Housing Supplementary Planning Guidance (2016)  
Residential Design Guide Supplementary Planning Document (2010)  
Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)  
Building Regulations 2010 M4 (2) Category 2: Accessible and Adaptable Dwellings

#### 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. 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](mailto:communities@twoten.com)

#### 5. 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 £29,520.

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/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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

#### 6. 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 £77,932.80

This amount includes indexation which is 323/224. 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/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.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](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto: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.

## 7. 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](mailto:technicalservices@harrow.gov.uk) or on the following link.

[http://www.harrow.gov.uk/info/100011/transport\\_and\\_streets/1579/street\\_naming\\_and\\_numbering](http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering)

8. Liability For Damage to Highway

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

9. Sustainable Drainage Systems

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 (2019) 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.

**CHECKED**

Interim Chief Planning Officer	Orla murphy pp Bev Kuchar
Corporate Director	Paul Walker 5.6.20

## APPENDIX 2: SITE PLAN



## **APPENDIX 3: SITE PHOTOS**

Front Elevation



Rear Elevation and undercroft parking





Surface level car parking

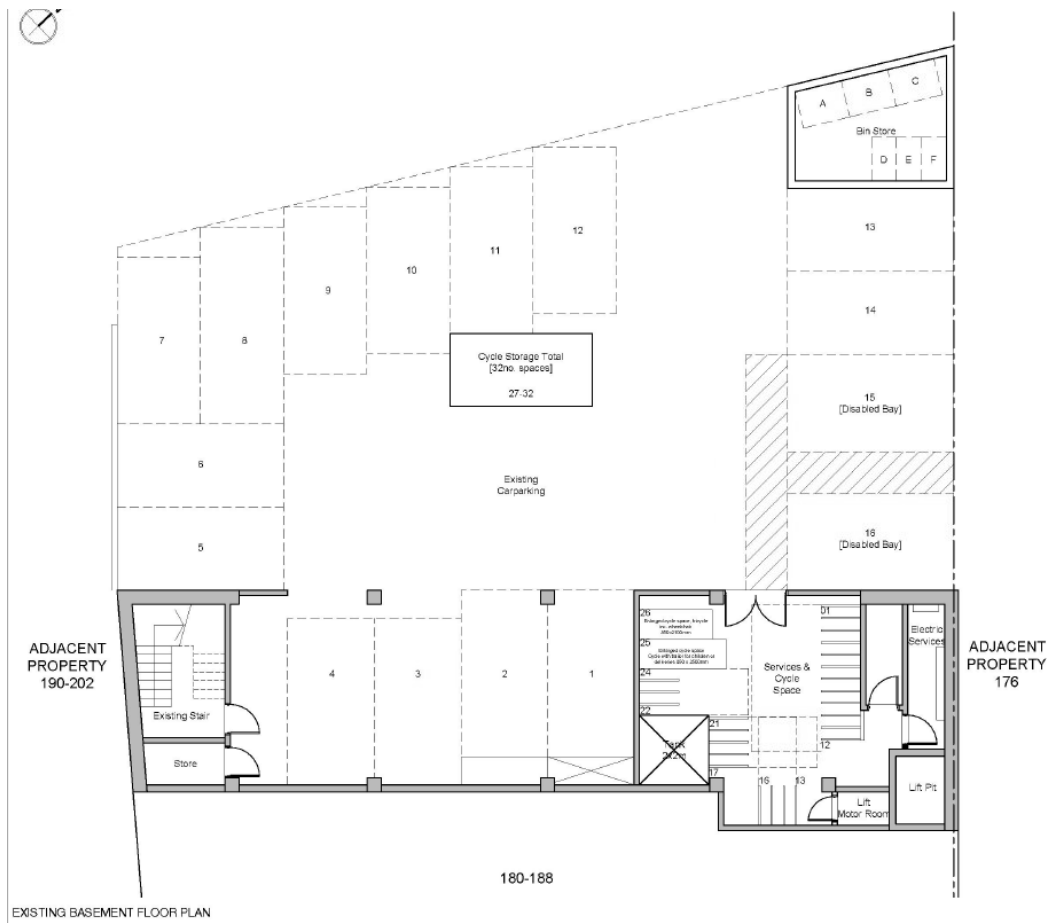


Front Elevation

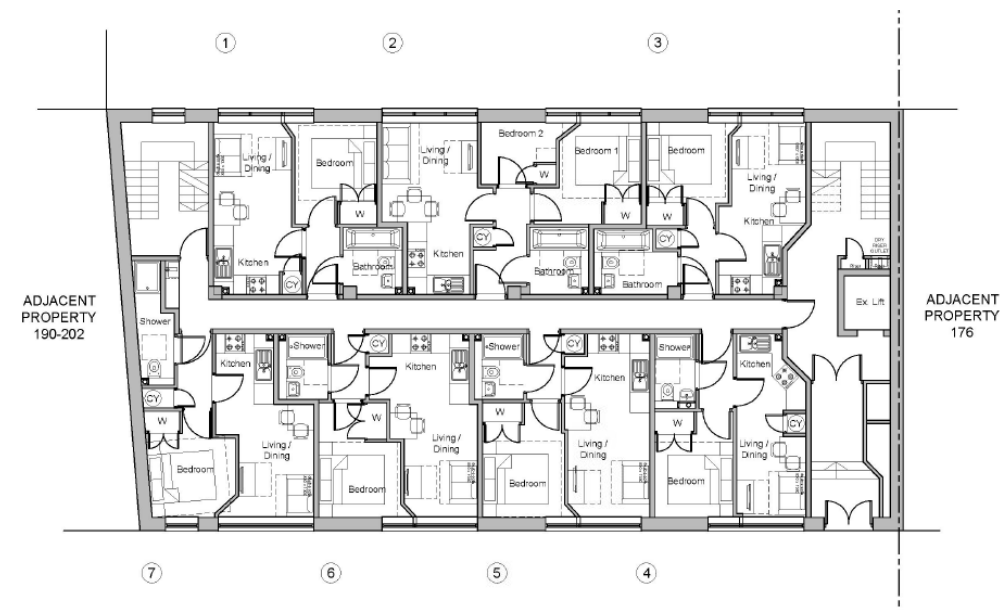


# APPENDIX 4: PLANS AND ELEVATIONS

## Existing Site Plan



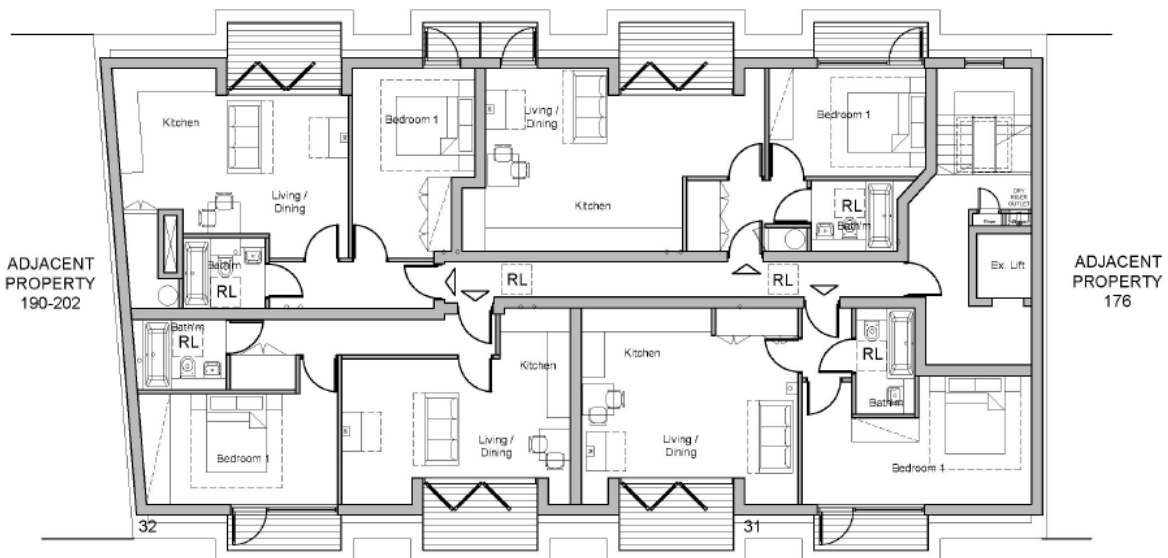
## Existing Ground Floor Plan (Similar layout for Floors 1, 2 and 3)



# Proposed Site Plan

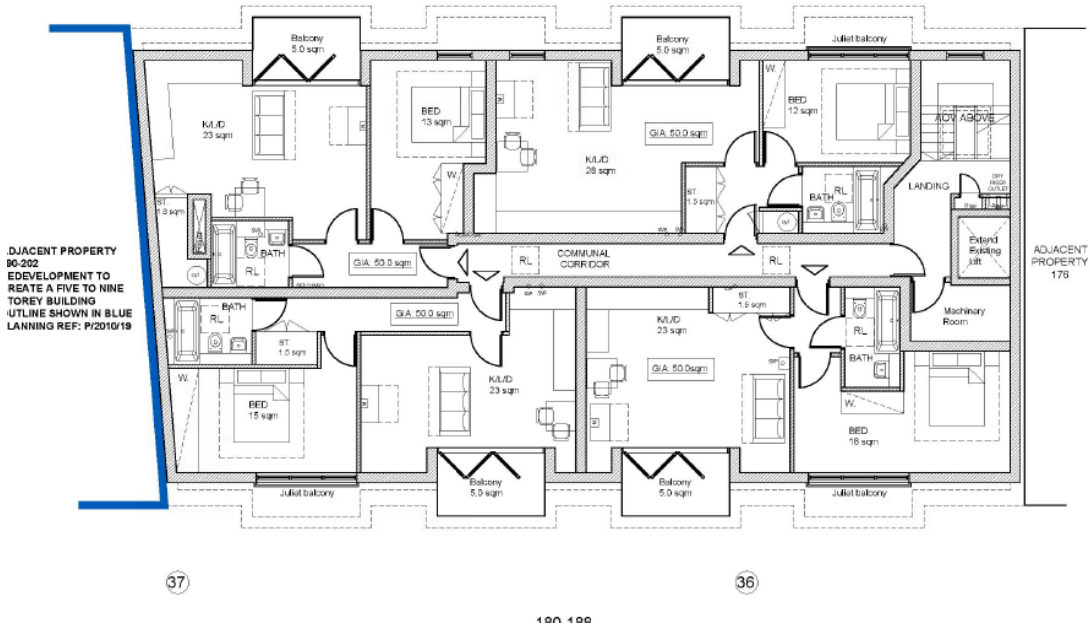


# Proposed Fourth Floor



D

# Proposed Fifth Floor

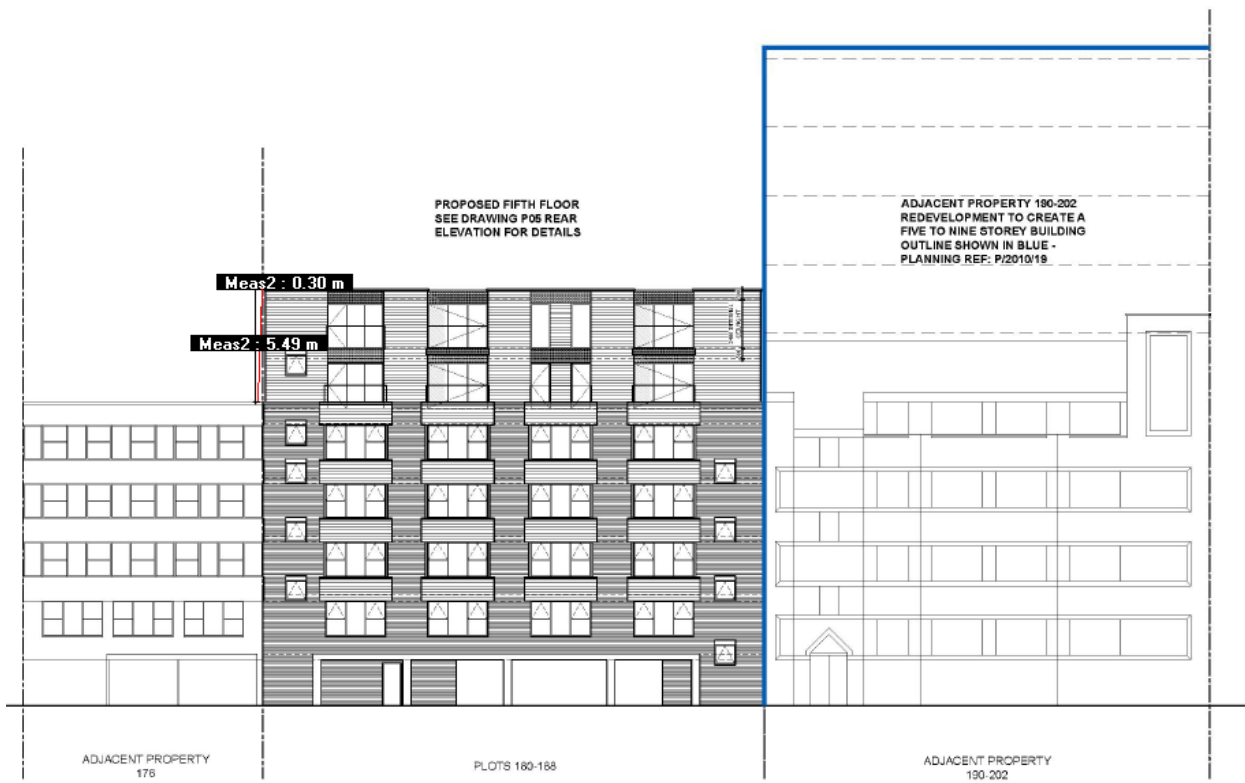


# Existing Front Elevation





# Proposed Rear Elevation





**This page has been left intentionally blank**