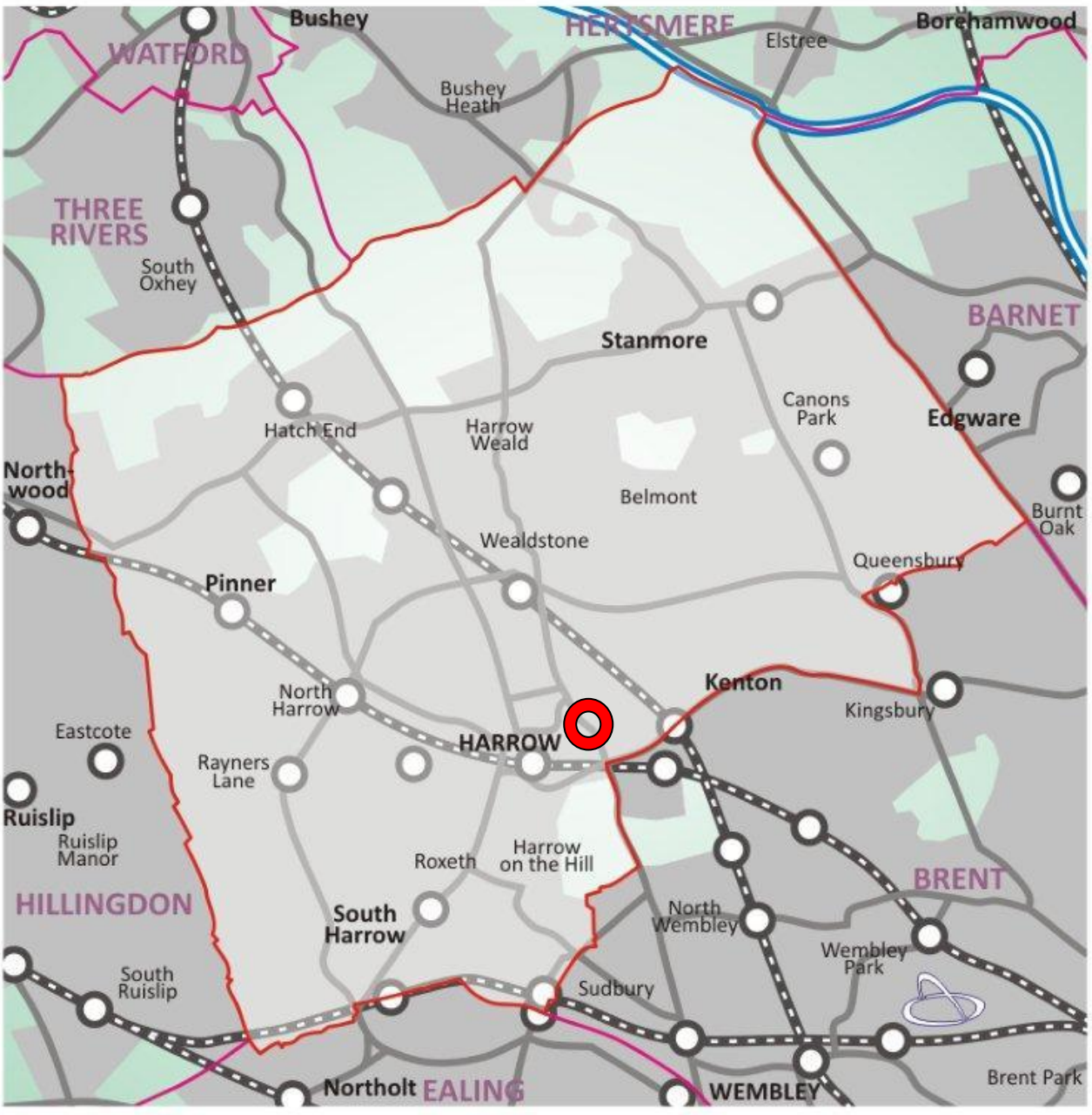
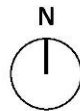
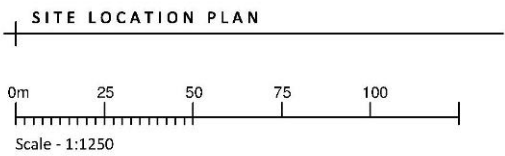
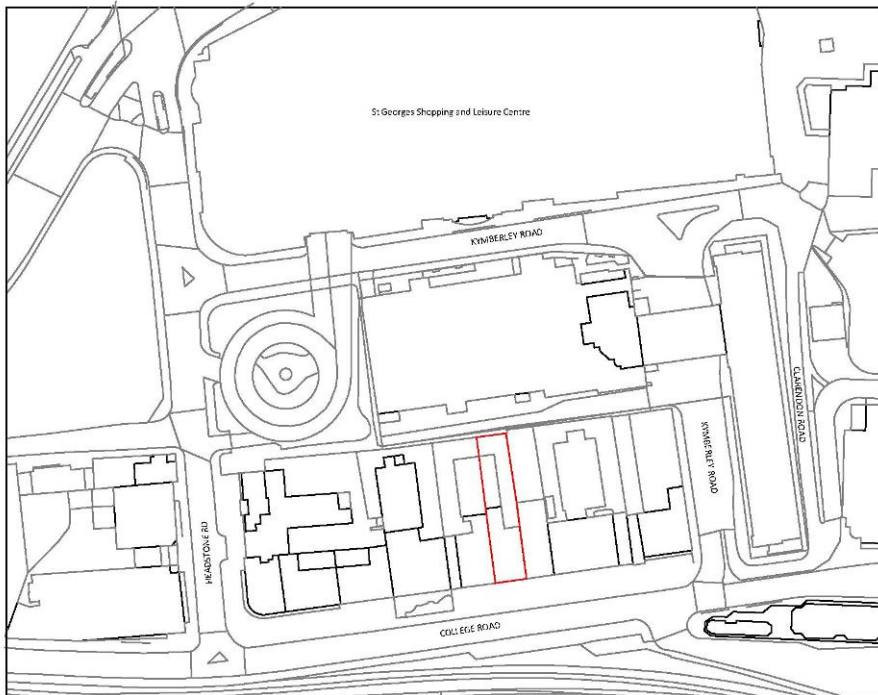


 = application site



102 College Road	P/5297/19
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

17th June 2020

APPLICATION NUMBER: P/5297/19
VALID DATE: 7th JANUARY 2020
LOCATION: FERRARI HOUSE
102 COLLEGE ROAD
HARROW
WARD: GREENHILL
POSTCODE: HA1 1BQ
APPLICANT: DANDI HARROW REGENERATION LTD
AGENT: RAPLEYS LLP
CASE OFFICER: KIMRY SCHLACTER
EXTENDED EXPIRY DATE: 24th JUNE 2020

PROPOSAL

Third floor rear extension and creation of fourth and fifth floors to create 19 additional HMO units (44 no. C3 and HMO units in total on site); additional bin and cycle stores

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

RECOMMENDATION B

That if, by 30th November 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 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 DM50 and DM42 of the Harrow Development Management Policies Local Plan (2013) and would therefore be unacceptable.

REASON FOR THE RECOMMENDATION

The proposed scheme seeks to provide 19 additional 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. Accordingly, the development would accord with development plan policies and is recommended for approval.

INFORMATION

This application is reported to Planning Committee as the proposed development relates to the creation of new floor space in excess of 400sqm. 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:	Minor Development
Council Interest:	None
Net additional Floorspace:	467.8sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£28,068.00
Local CIL requirement:	£74,889.77

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, Policy D11 of the Draft London Plan (2019) 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.

1.0 SITE DESCRIPTION

- 1.1 The application site is located on the northern side of College Road, to the west of the Harrow on the Hill station. The site is within the Harrow Metropolitan Centre and the Harrow & Wealdstone Opportunity Area. The site also forms part of a larger allocated site in the Harrow & Wealdstone Area Action Plan (College Road West, AAP Site 15).
- 1.2 The building is formerly four storeys in height; however the building is currently undergoing construction and has been extended to five storeys (see ref: P/0587/18). The pre-existing building was a maximum of 15.5m high (including plant area on the roof).
- 1.3 The pre-existing building had gained Prior Approval for 25 studio flats (ref: P/4164/15), which the applicant confirms to have been implemented, although the property is not currently occupied. The submitted existing and proposed plans for the ground-third floor match the approved prior approval plans, with the exception that a smaller laundry room on the third floor would be lost.
- 1.4 Five parking spaces are located in the rear curtilage; along with cycle parking and waste storage areas.
- 1.5 The neighbouring building to the west, 104 College Road, is a four-storey office building with commercial use on all floors. It benefits from an extant planning permission for a part 3rd floor and full 4th floor addition, to create a five-storey building with additional office space (ref: P/1827/17).
- 1.6 The neighbouring building to the east, 100 College Road, is a four-storey office building which also has an extant planning permission for an upwards extension to create a 5-storey building to create additional office space.
- 1.7 The northern side of the highway features a mix of different building types and heights, varying from two to four storeys in scale; although the application buildings forms one of a set of buildings with a relatively coherent height and massing.
- 1.8 Railway tracks leading to Harrow on the Hill station are sited on the southern side of the highway, opposite the site.
- 1.9 The site also lies within a Protected Views Setting Corridor and Protected Views Restricted Corridor, and an RAF Northolt Safeguarding zone (green) which requires consultation for any building or structure exceeding 15.2m in height. The site also sits within a Critical Drainage Area.
- 1.10 The site is located within the Harrow town centre and has a public transport accessibility level (PTAL) of 6b.

2.0 PROPOSAL

- 2.1 It is proposed to construct a rear extension to the existing third floor and a fourth and fifth floor addition to create a six-storey building. The proposal would contain 19 new rooms as part of a managed house of multiple occupancy (HMO) (Sui Generis use class). The total number of units on site would be 44, in combination with the implemented 25 no. C3 flats; or, for comparison, 8 additional units above the previously granted permission ref: P/0587/18. Access will be controlled via a key-fob access system. 2 wheelchair accessible rooms are included.
- 2.2 The proposed additions would be contained within the external footprint of the existing building and would increase the overall height to 18.4m. The fourth and fifth floor addition would be set away from the front by 1.6m.
- 2.3 Replacement and reconfiguration of the car parking provision approved under ref: P/4164/15 (4 spaces plus 1 blue badge) and replacement with 2 blue badge bays. The proposal is otherwise car-free. For the proposed and existing units combined, 48 cycle parking spaces are proposed.
- 2.4 A dedicated waste storage area is proposed in the rear curtilage, with servicing from College Road.
- 2.5 Solar photovoltaic modules are proposed in conjunction with energy efficient building fabric and energy efficient fixtures, 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
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/4164/15	Prior approval for conversion of offices (class B1a) to 25 self-contained flats (class C3) (prior	Granted: 29/10/2015

	approval of transport & highways impacts of the development and of contamination risks and flooding on the site)	
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

3.2 Revisions to previous application

- 3.2.1 Key differences with previous application ref: P/0587/18: One additional floor with 8 additional units proposed, and associated minor revised details to layout and facilities.

3.3 Revisions to this application

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

4.0 CONSULTATION

- 4.1 A total of 24 consultation letters were sent to neighbouring properties regarding this application. The initial public consultation period expired on 06/02/2020. No comments were received.

- 4.2 After the receipt of amended plans and information, a second consultation period was conducted and expired 21/05/2020. No objections were received.

4.6 Statutory and Non Statutory Consultation

- 4.7 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>Planning Policy Officer</p> <p>There is no objection to the principle of new floors and also residential use of them. However, the plans are saying the units are HMO, while the supporting documents are saying co-living, thus requires clarification. Ultimately, the site is one planning unit, and there will be different residential uses, which will</p>

need clarification on how these will be managed, given the HMO and the co-living all access from the site at the same point; and the application notes that there will be 44 units in total on the site.

Response to revised information:

In principle the HMO units are ok, subject to detailed consideration.

LBH Waste Management

More detail requested on who will control the waste separation at the site. There is an access way adjacent to 104 College Road which we assume they will use to bring the bins out. Would need to ensure that bins are not placed on the pavement on collection day as the frontage is traditionally used for car parking so. It is also noticed there is no provision for food waste, but I need this clarified.

Comments to revised information:

Revised information appears to be ok. They have taken into account of the increase in HMOs so we are happy with the proposed increase in bins. Will deal further with where the bins will be on collection day at such time as it comes into operation.

Highways Authority

This proposal is within Harrow Town Centre, this is a PTAL 6 location meaning that public transport access is at the highest level. There are all of the amenities expected from a town centre within a short walking distance.

The anticipated trip rate sees a negligible increase on the existing levels as the overall uplift in residents is low.

We would consider this a suitable location for a car free development. There is little on-street parking available within the vicinity of the site and request that the developer/applicant enter into an agreement (via s106) that would prevent future residents from obtaining permits for the surrounding Controlled Parking Zone.

Disabled parking spaces are existing however two bays are still within the expected minimum provision for the total number of dwellings on-site. It would be appropriate to provide electric vehicle charging facilities to at least one of the spaces. A pre-occupation condition for details of the type of charge point and its location would be sufficient.

Level of cycle parking proposed for the new dwellings is acceptable; A pre-occupation condition for details would be sufficient.

There doesn't appear to be much information on delivery and servicing arrangements. The site waste management has been noted but this would not cover deliveries. There are no waiting and loading at any time restrictions fronting the property, therefore how are deliveries planned to be

received. This information needs to be provided prior to determination to ensure that practical arrangements are in place.

A construction logistics plan following TfL guidance should be secured by pre-commencement condition.

Subject to receipt of the information requested above, conditions and agreement to restrict parking for residents, Highways have no objection to this proposal.

Comments to Revised Proposal:

If the off carriageway space is being retained then the proposal may be acceptable. Waste collections are often exempt from restrictions but general deliveries will not be; and there will be some from time to time. This is a particularly busy bus route so it is essential that the route is kept free from obstruction.

Travel Planning Officer

In order to keep consistency with the Conditions of the previously approved application at this address (P/0587/18), a full Travel Plan should also be submitted as part of this updated application.

Revisions are required; details have been provided to the applicant.

A draft Full Travel Plan should be provided to the council prior to occupation for review and approval. Targets are to be reviewed and agreed with the council upon receipt of the baseline survey results. These can be secured via an appropriately worded Condition.

Environmental Health Officers

No comments received.

London Underground

London Underground Infrastructure Protection has no objection, conditions to protect infrastructure recommended.

Drainage Authority

No comments to make.

MOD Northolt (Safeguarding)

No comments received.

5.0 **POLICIES**

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

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

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

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

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

5.5 The document was 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
- 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:

- National Planning Policy Framework (2019)
- The London Plan (2016): 2.13, 2.15, 3.3, 3.4, 3.8 and 3.9 of
- Draft London Plan (2019): GG2; GG4; SD1; SD6, H1
- Harrow Core Strategy (2012): CS.1 and CS.2
- Harrow and Wealdstone Area Action Plan (2013): AAP1 and AAP13
- Harrow Development Management Policies Local Plan (2013): DM24 and DM30

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). The site is part of an allocated development site (College Road West as defined within the adopted Harrow & Wealdstone Area Action Plan (2013), which is allocated for housing.

6.2.3 The proposal retains the C3 flats now implemented in the original building, but seeks to create extensions at the 3rd-5th floors which would provide additional HMO units. Residential uses on upper floors of town centre buildings are broadly acceptable, and as noted above, the site is allocated. It is noted that many adjacent buildings also have residential use at upper floors, and other similar extensions have been granted nearby. In this case, the principle of residential use on the upper floors of the application buildings has been established and deemed acceptable in a previous application, for an extension at 3rd-4th floors.

6.2.4 The proposed residential accommodation would represent an appropriate town centre use and is consistent with the site allocation. 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. However, the application was subsequently amended to confirm the units as falling within HMO use (sui generis).

6.2.6 The proposed development would 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 19 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:

- National Planning Policy Framework (2019)
- London Plan (2106): 7.4, 7.6 and 7.8
- Draft London Plan (2019): D3, D5, D6 and HC1,
- Harrow Core Strategy (2012): CS.1
- Harrow and Wealdstone Area Action Plan (2013): AAP1, AAP2, AAP4, AAP5, and AAP6
- Development Management Policies Local Plan (2013): DM1 and DM7
- SPD – Residential Design Guide.

6.3.2 The site is located within Harrow Metropolitan Centre and on a busy Street just outside of the Primary Shopping Area and near the bus station and Harrow-on-the-Hill station. The surrounding area has a strongly urban character, and faces onto the railway tracks. The buildings along this section of College Road have a strong building line and some commonality of design, but with varying details and heights.

6.3.3 The proposal would increase the maximum height of the building from 12.5m (15.5m including lift overrun) to 18.4m. The front elevation of the 4th and 5th floor extension is set back by 1.6m. The applicant has confirmed that there is no lift overrun on the roof area. Policy AAP6(B) requires that building heights are of a scale consistent with the site's surroundings; while Policy DM3 requires building within the Protected Views Setting Corridors must not harm protected views. As the surrounding area includes a varied range of building heights, including nearby buildings which either are or have been granted permission for similar heights, the proposal would be considered to be consistent with the character and appearance of the context of the site and surrounding development and would not interfere with or appreciably change protected views.

6.3.4 The set-back from the front of the newly proposed 4th and 5th floors would help decrease the impact of the proposed development on the streetscene. The existing structure would be retained with minor alterations to allow the functionality of residential units (new windows and doors at ground floor front elevation) and alterations to the layout of the curtilage.

6.3.5 The extension to the existing 3rd floor is sited at the rear, and so would not be visible from College Road. The design and materials match those of the existing building.

- 6.3.6 The design and detailing of the extensions on the rear and side elevations would match the existing officer building. Whilst not high quality, this would be no worse than the existing. The proposed front elevation of the fourth and fifth elevations would be of dark grey zinc with a double glaze curtain wall. However, this would not blend well with the existing finishes; and zinc cladding may not be acceptable due to fire safety requirements. A condition is therefore recommended for approval of materials to ensure a more suitable match.
- 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:

- National Planning Policy Framework (2019)
- London Plan (2016): 3.5 and 7.6
- Draft London Plan (2019): D6
- Harrow Core Strategy (2012): CS.1
- Harrow and Wealdstone Area Action Plan (2013): AAP4 and AAP13
- Development Management Policies Local Plan (2013): DM1, DM2 and DM30
- SPD – Residential Design Guide.

6.4.2 The immediately adjacent neighbouring buildings on either side (nos. 100 College Road and 104 College Road) do not include residential uses. The nearest residential windows to the east, at the rear of 88-89 College Road, at approximately 17m away, with the rear elevation being screened by the rear projection of no. 100. To the west, the proposal is approximately 12m from the common boundary with of no. 116 College Road, with windows on the facing flank of this building being approximately 17m away. To the rear is a parking garage rather than residential properties.

6.4.3 The proposed fourth and fifth floor extensions would not interrupt a vertical 45-degree from the first floor of the facing flanks of both nos. 88-89 and 116, taking account that the ground floors of both properties are not in residential use. Given the deep projection of the proposed extensions to the rear of the site, the proposal would interrupt a horizontal 45-degree splay from the adjacent corners of both buildings. However, given the minimum distance of 12m from each of these buildings, and taking into account the Daylight and Sunlight report as detailed below, this would, on balance, be an insufficient reason for refusal.

6.4.4 The proposal has been accompanied by a Daylight Sunlight & Overshadowing Report, which assesses the impacts of the development on the following properties: 88-89, 104, and 116 College Road. This report concludes that the proposal would result in an acceptable level of Vertical Sky Component (VSC)

for all but one of the assessed windows, with this window being only marginally below the BRE guidelines limit. However, 14 windows on the ground, first and second floor did not meet the criteria for sunlighting. This is considered acceptable taking into account that these windows appear to serve office space rather than residential uses. Although residential use has been granted and appears to be implemented on the upper floors of this building, the ground, first and second floors appear to still be in office or commercial use. Therefore, on balance, this is considered acceptable.

Layout and Amenity of Future Occupiers

- 6.4.5 The site is located in a town centre location and the surrounding land uses, comprising a typical town centre mix of commercial and residential uses. 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 and specified types of ventilation, the proposal would meet the requirements of BS8233:2014. In addition, the development would be subject to Building Control regulations. Subject to a condition ensuring the mitigations measures set out in the report are implemented, this would be considered acceptable.
- 6.4.6 The application has been accompanied by an Operations and Management Plan. This document confirms that access for residents of this proposed development 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, such as cleaning services; and how these would be managed including fire safety and out-of-hours emergency management for major incidents.
- 6.4.7 The proposal includes the formation of a total of 19 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.
- 6.4.8 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 en-suite bathroom. The fourth and fifth floors have an internal height of 2.6m and the third floor would have an internal height of 2.8m, thus the units would have good floor-to-ceiling heights. Given their layouts, circulation space would not be unreasonable for HMOs. Each of the units has windows providing reasonable degrees light and outlook, as does the shared kitchen and amenity area. There are no apparent issues with regard to overlooking or lack of privacy to the units themselves. The third floor provides shared kitchens and a dining area which is of a suitable size; and a laundry room on the ground floor. Accessible wheelchair adaptable housing is not a planning requirement for HMO units. However, the inclusion of two wheelchair accessible sized rooms is

encouraged and supported; and the proposal has step-free access from the street and includes a lift.

6.4.9 For all the reasons set out above, the proposed layout and quality of accommodation provided is therefore satisfactory.

6.4.10 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:

- National Planning Policy Framework (2019)
- The London Plan (2016): 6.9 and 6.13
- Draft London Plan (2019): T4; T5; T6.1, and T7
- Harrow Core Strategy (2012): CS.1
- Harrow and Wealdstone Area Action Plan (2013): AAP19
- Development Management Policies Local Plan (2013): DM42, DM43, DM44, and DM45.

6.5.2 The application site is located within an area with a PTAL (Public Transport Accessibility Level) of 6b. 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.

6.5.3 A Transportation Statement was 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 the existing 25 no. C3 studio units on the pre-existing ground through third floors. The site includes a service yard at the rear, which is accessed via a shared access way leading from College Road with the adjacent no. 104. The submitted Operations and Management Plan confirms that occasional service deliveries could be accommodated in the service yard at the rear; and can be organised with the building management in advance. In addition, the applicant has noted that temporary parking for deliveries is possible in the front curtilage, as can currently be done. The Council's Highways Officer has noted that given the existing double lines and waiting restrictions along College Road, deliveries would need to be accommodated on-site. Deliveries taken in the forecourt or rear service yard would be considered acceptable by the Highways officer and would not restrict the flow of traffic on College Road.

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 2 blue badge parking spaces and 2 electric vehicle charging points. The proposed parking layout would supersede that approved under ref: P/4164/15,

and would result in a net reduction in parking levels compared to that previously implemented permission. The vehicle charging point locations and their details are not indicated on the submitted plans, however this can be dealt with via a condition for additional information. The Operations and Management Plan mentions 4 car parking bays for temporary use for servicing/visiting are also included, however this is not shown on the submitted plans and there does not appear to be sufficient space for them within the curtilage. This appears to be an error in the document; nevertheless, in the interest of clarity, confirmation of these details would be provided by the above condition to approve the final details of the car parking layout.

- 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 (44 tiered cycle spaces and 4 accessible Sheffield stand spaces), which includes the 28 spaces allocated to the previously granted permission ref: P/4164/15) is acceptable. The submitted information indicates that the cycle storage would be fob-controlled for security; and the facilities would include a bicycle maintenance station and washing station. However, the cycle parking is sited in an under-croft area rather than a full enclosed space. Therefore, full details of the cycle storage, including details of how the cycles will be made sheltered and secure will be required. It is noted that the Operations and Management Plan states that the number of cycle spaces is 76, however this appears to be an error.
- 6.5.7 A Waste Management Strategy was submitted with the application. Waste storage would be accommodated the rear curtilage, with collection from College Road as per the existing arrangements. 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. Harrow's Waste Management team have confirmed the number of bins provided and the proposals in the Waste Management Strategy would be acceptable; and have not raised any objection to servicing being undertaken from College Road. The bins as shown on the submitted plans are slightly smaller than the correct size however, there is sufficient space to accommodate the size of bins needed without interfering with car or cycle parking.
- 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 has been reviewed by the Council's Travel Plan officer. It has been recommended that, to keep consistency with the conditions of the previously approved application at this address (P/0587/18), a full Travel Plan should also be submitted. A revised Travel Plan has therefore been attached as a condition of the permission.

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:

- National Planning Policy Framework (2019)
- The London Plan (2016): 5.2, 5.3 and 5.7
- Draft London Plan (2019): SI 2
- Harrow Core Strategy (2012): CS.1
- Development Management Policies Local Plan (2103): DM12 and DM14

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 and appliances, and high-performance building fabric, to achieve an overall higher sustainability on site and contribute to reduction of carbon emissions. The report concludes that, subject to the measures proposed, the proposed development would achieve 35.2% CO2 reduction, with renewable energy comprising 24.5% of that total, compared to Building Regulations 2013. A condition has been attached to ensure the implementation of these measures.

6.6.3 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.

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:

Energy and Sustainability Statement [dated 18 December 2019] Daylight, Sunlight and Overshadowing Report [V.01, 21st November 2019]; Design & Access Statement [Ref: 2623/4.1 dated 13/12/2019]; Noise Impact Assessment [Ref: 17109.NIA.01.Rev B]; Waste Management Strategy [Ref: VN91499, dated March 2020]; Planning Statement [Ref: 19-02405, dated February 2020]; Operation and Management Plan [dated March 2020]; Transportation Assessment [Ref: VN91499, dated April 2020]; Residential Travel Plan Statement [Ref: VN91499, dated December 2019]; L(00)001 Rev P1; L(00)002 Rev P1; L(01)001 Rev P1; L(01)002 Rev P1; L(01)003 Rev P1; L(01)004 Rev P1; L(01)005 Rev P1; L(01)006 Rev P1; L(02)001 Rev P1; L(02)002 Rev P1; L(02)003 Rev P1; L(03)001 Rev P1; L(02)097 Rev P2; L(01)098 Rev P1; L(01)099 Rev P1; L(01)100 Rev P1; L(01)101 Rev P1; L(01)102 Rev P1; L(02)101 Rev P1; L(02)102 Rev P1; L(02)103 Rev P1; L(02)104 Rev P1; L(02)105 Rev P1; L(01)103 Rev P1; L(03)101 Rev P1

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: Bin and cycle storage areas

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. 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.

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

Notwithstanding the details shown on the approved plans, the development herein approved shall not be occupied until details until the following has been submitted to, and approved in writing by, the local planning authority:

- i) An amended plan of the car parking areas indicating two blue badge parking bays and the Electric Vehicle Charging Points locations and their details.

- ii) Full details (including details of how the undercroft area will be enclosed or secured) 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;
- iii) Proposed external lighting, if any.

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 ensure the sufficient provision of safe and satisfactory quality cycle storage and car parking facilities, to provide facilities for future occupiers and in the interests of highway safety and sustainable transportation.

6. 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 solar photovoltaic modules.

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

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.

7. Energy and Sustainability Statement

The development shall be undertaken in accordance with the approved Energy and Sustainability Statement [dated 18 December 2019]. Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the final completion of the development a post construction assessment shall be undertaken demonstrating compliance with the approved Energy and Sustainability Statement [dated 18 December 2019], which thereafter shall be submitted to the Local Planning Authority in writing to be agreed the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development.

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. Noise Mitigation

The proposed mitigation measures of the Noise Impact Assessment [Ref: 17109.NIA.01.Rev B] 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.

11. 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.

12. 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

13. Refuse Storage

The refuse and waste bins shall be stored at all times, other than on collection days, within the designated refuse storage areas as shown on the approved plans.

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

14. Revised Travel Plan

The development hereby permitted shall not be occupied until there has been first submitted to, and approved in writing by, the local planning authority a revised full Travel Plan to include targets to promote modal shift towards active travel. Details should include:

- a) Travel plan background and policies;
- b) Site Audit;
- c) Proposed development description;
- d) Clear objectives;
- e) Management – Provide a TPC in 3 months prior first occupation and contact details submitted to the council;
- f) A baseline survey should be undertaken within 6 months of first occupation of 75% of occupation, whichever comes first;
- g) Targets should be in agreement with the council after the baseline survey;
- h) Measures – initiatives that will be introduced to achieve the targets;
- i) Funding – expression of commitment from the developer that the travel plan will be secured through its life;
- j) Monitoring and review – monitoring surveys should be undertaken at years 1, 3 and 5 and review reports submitted to the council within 1 month after the surveys; and
- k) A comprehensive action plan.

The travel plan shall be implemented as agreed unless otherwise agreed in writing by the local planning authority.

REASON: To promote sustainable modes of travel for the future occupiers of the development.

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 Polices Local Plan (2013):

DM1; DM2; DM3; DM7; DM12; DM14; DM24; DM30; DM42; DM43; DM44; DM45; DM50

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)

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 39-42 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3. 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 £28,068.

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 £74,889.77

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 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. Materials: The applicant is advised that the proposed zinc cladding may not be suitable, and alternate options for the frontage of the extensions should be considered prior to submitting for approval of the details of the materials.

14. 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>

CHECKED

Interim Chief Planning Officer	Orla Murphy pp Beverley Kuchar
Corporate Director	Paul Walker 5.6.2020

APPENDIX 2: SITE PLAN



Proposed Site Plan

APPENDIX 3: Site Photographs



Pre-existing building – front elevation



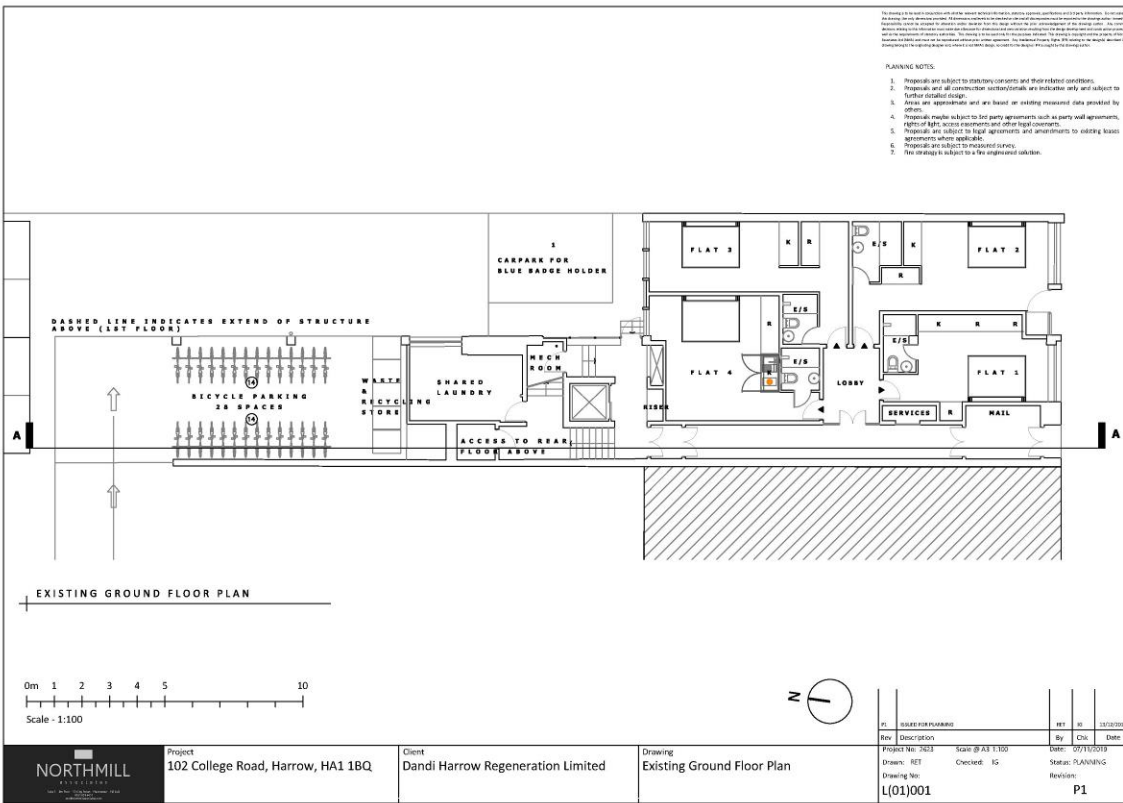
Existing front elevation and street scene context



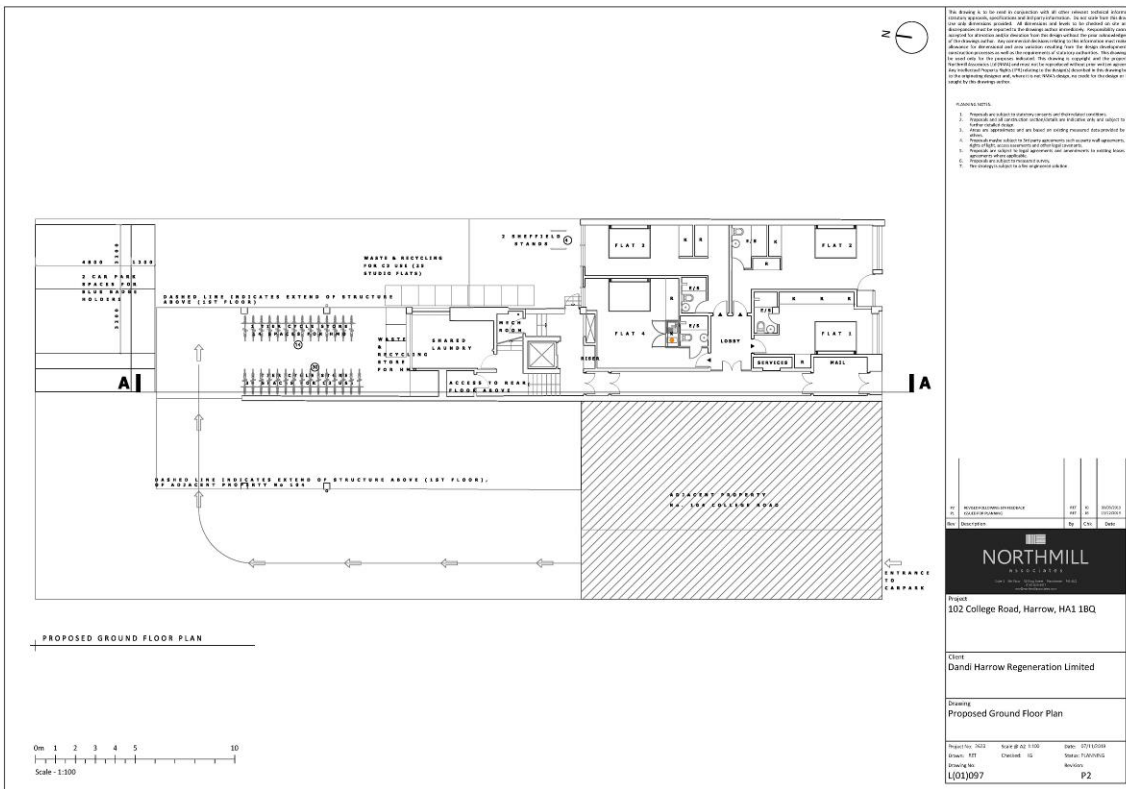


Detail showing recently built 4th floor

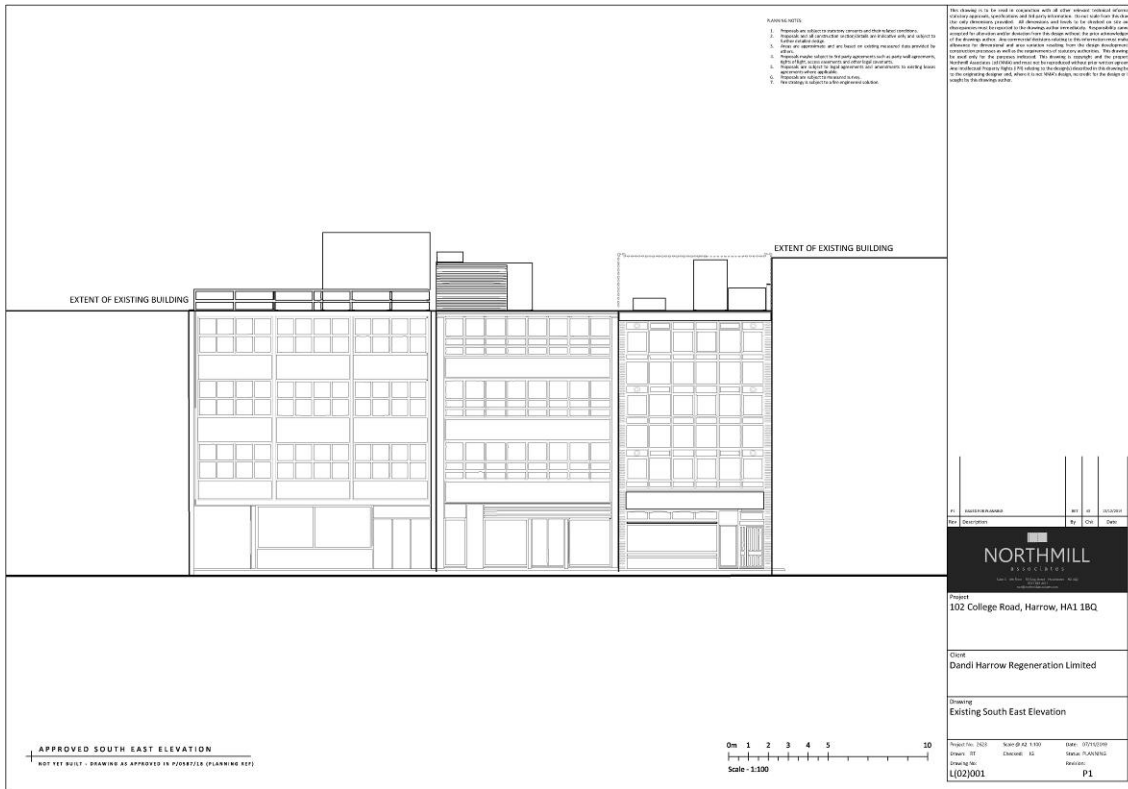
APPENDIX 4: PLANS AND ELEVATIONS



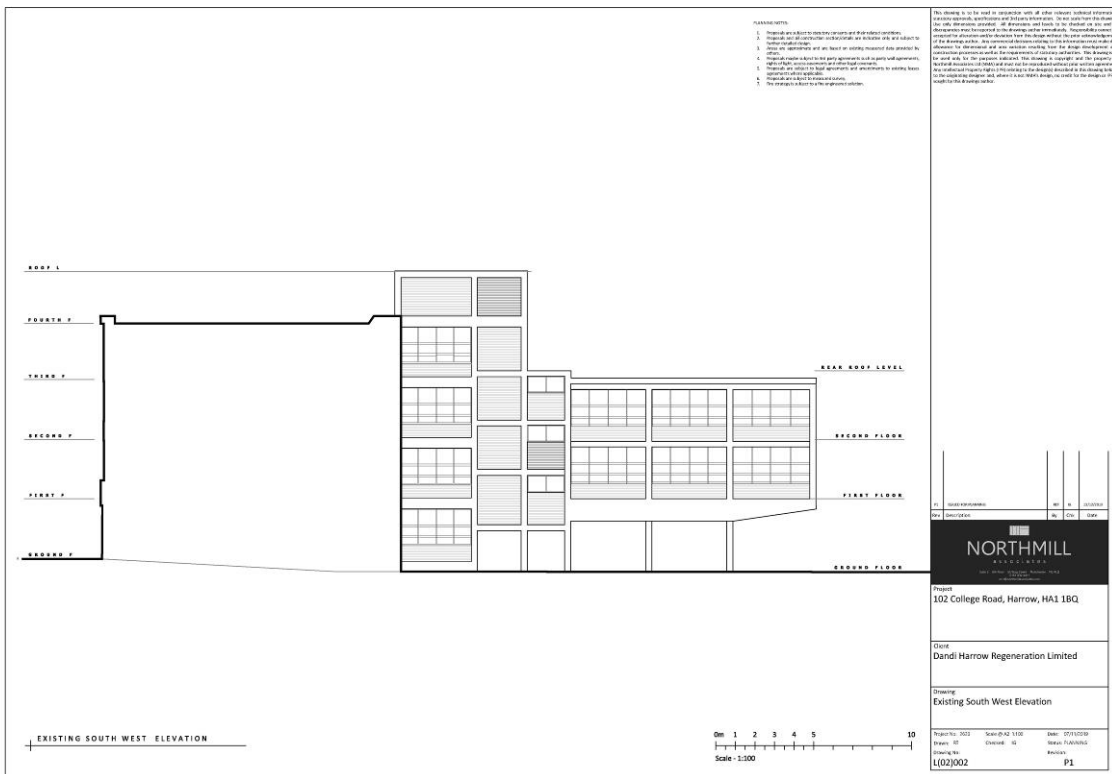
Existing ground floor plan



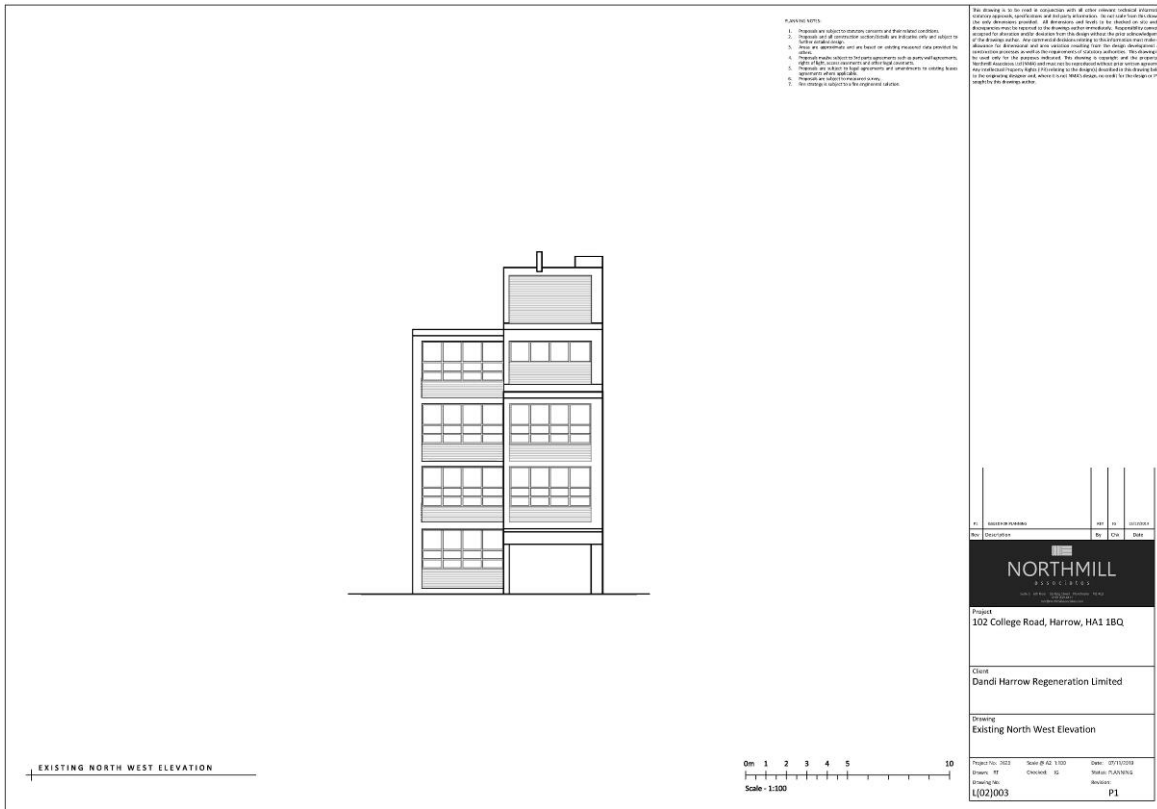
Proposed ground floor plan



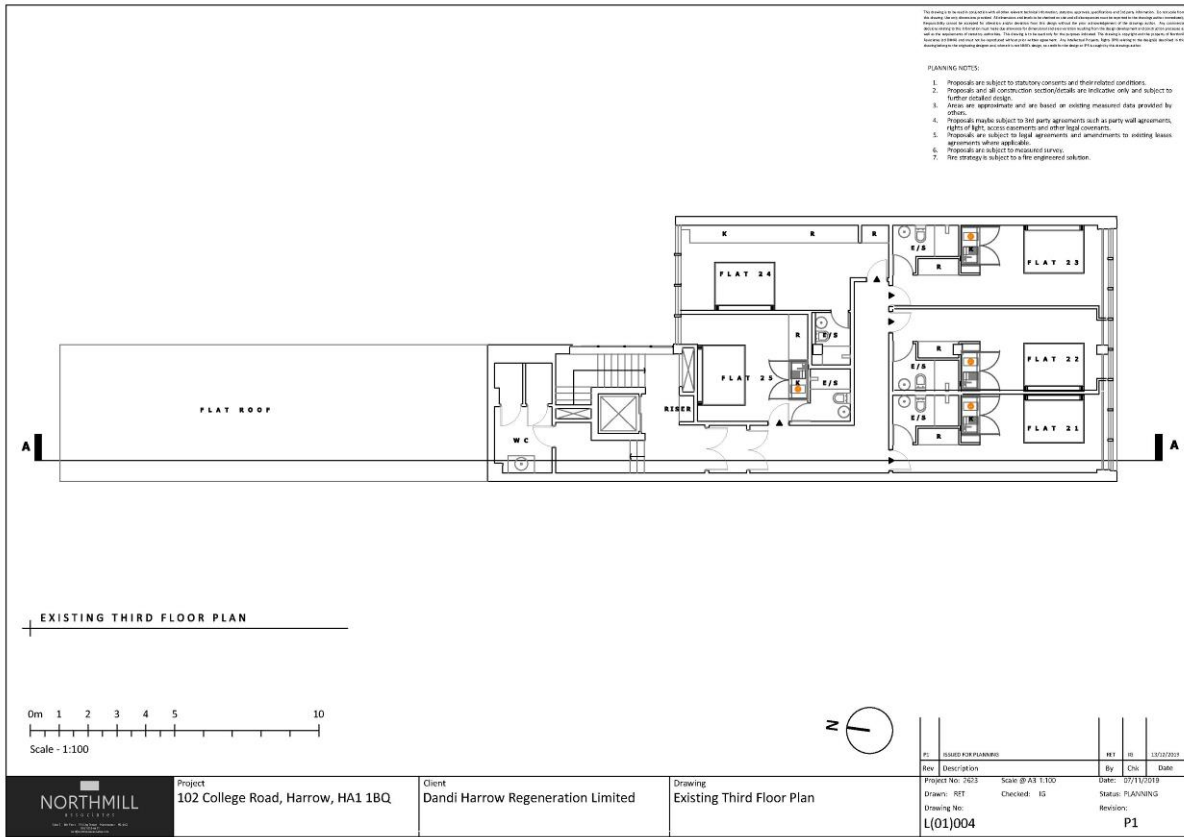
Existing Front Elevations



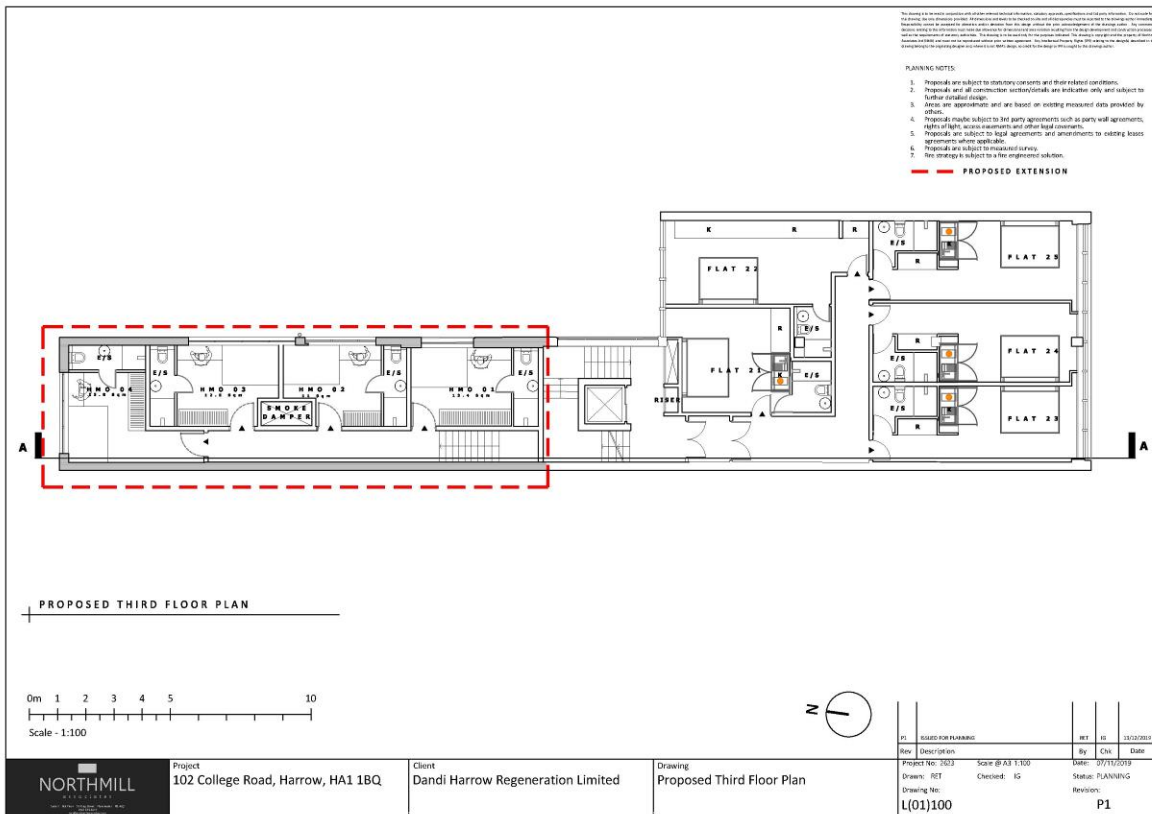
Existing Side Elevations



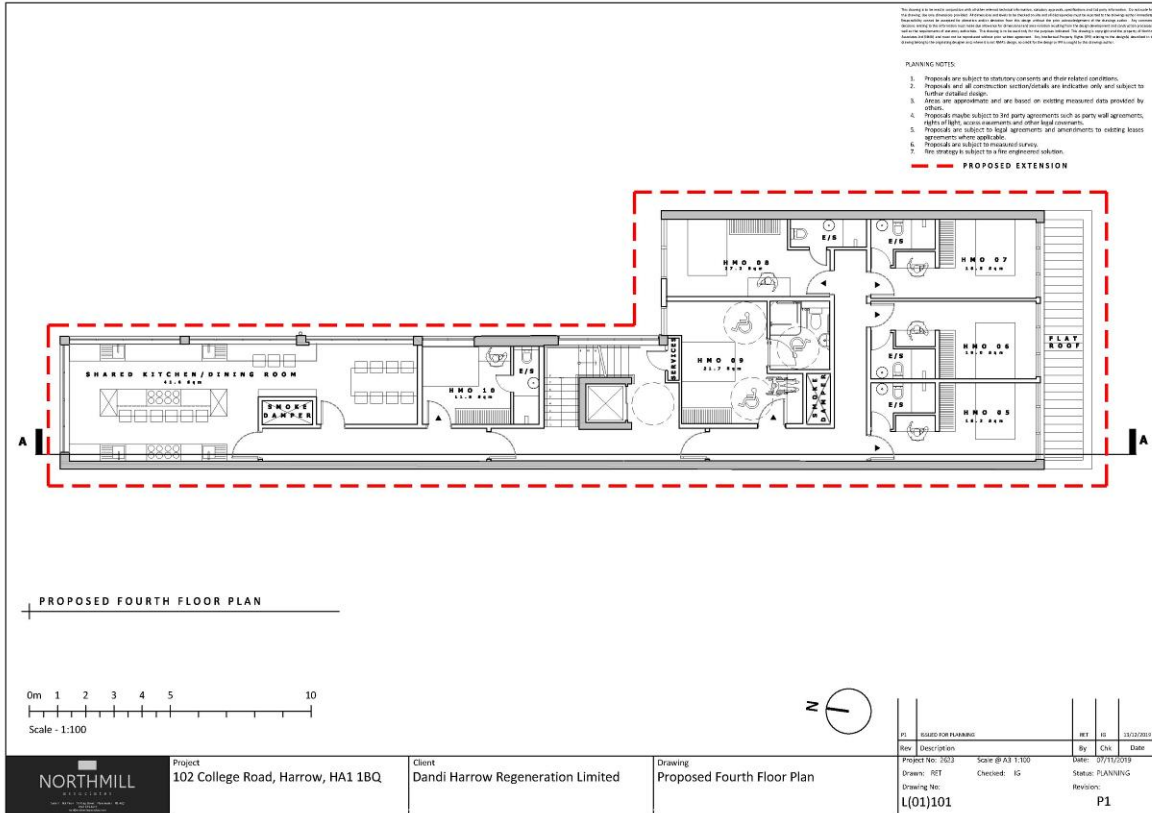
Rear Existing Elevations



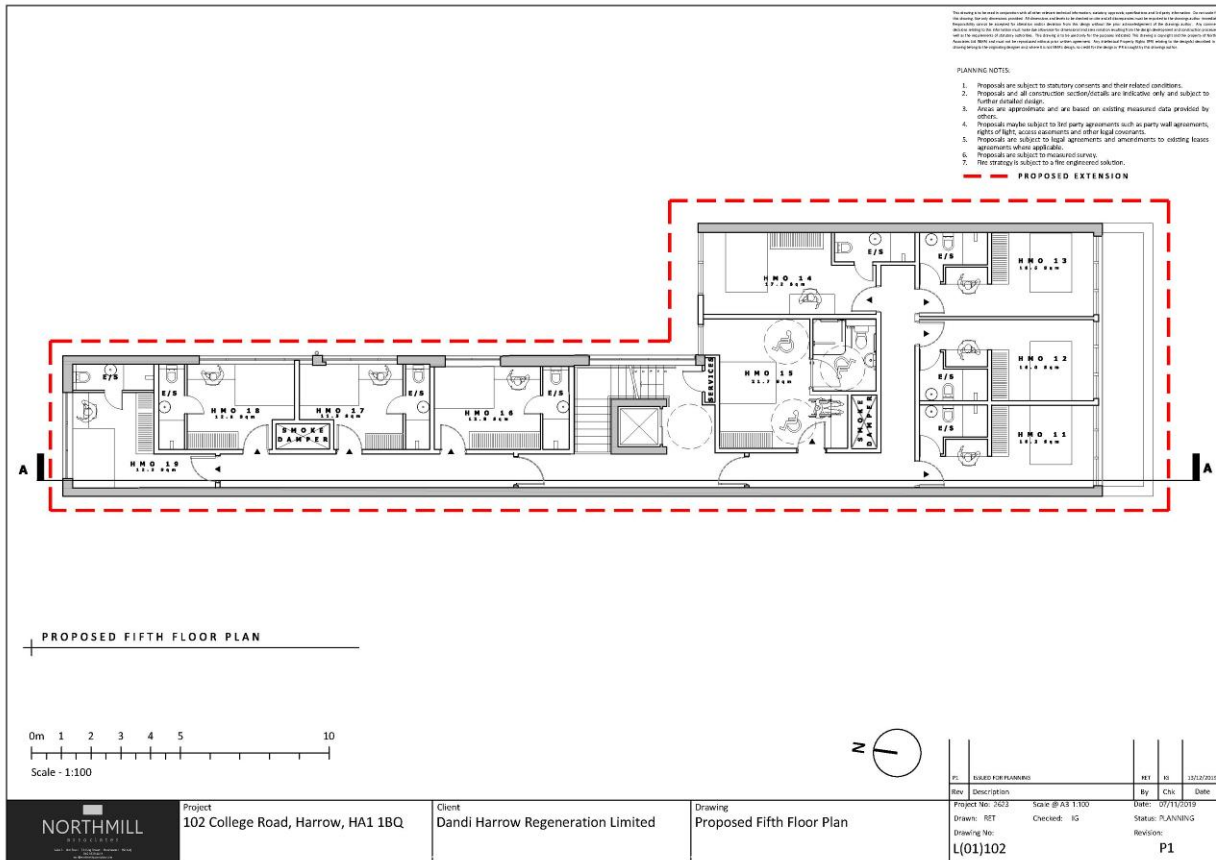
Existing 3rd Floor Plans



Proposed 3rd Floor Plans



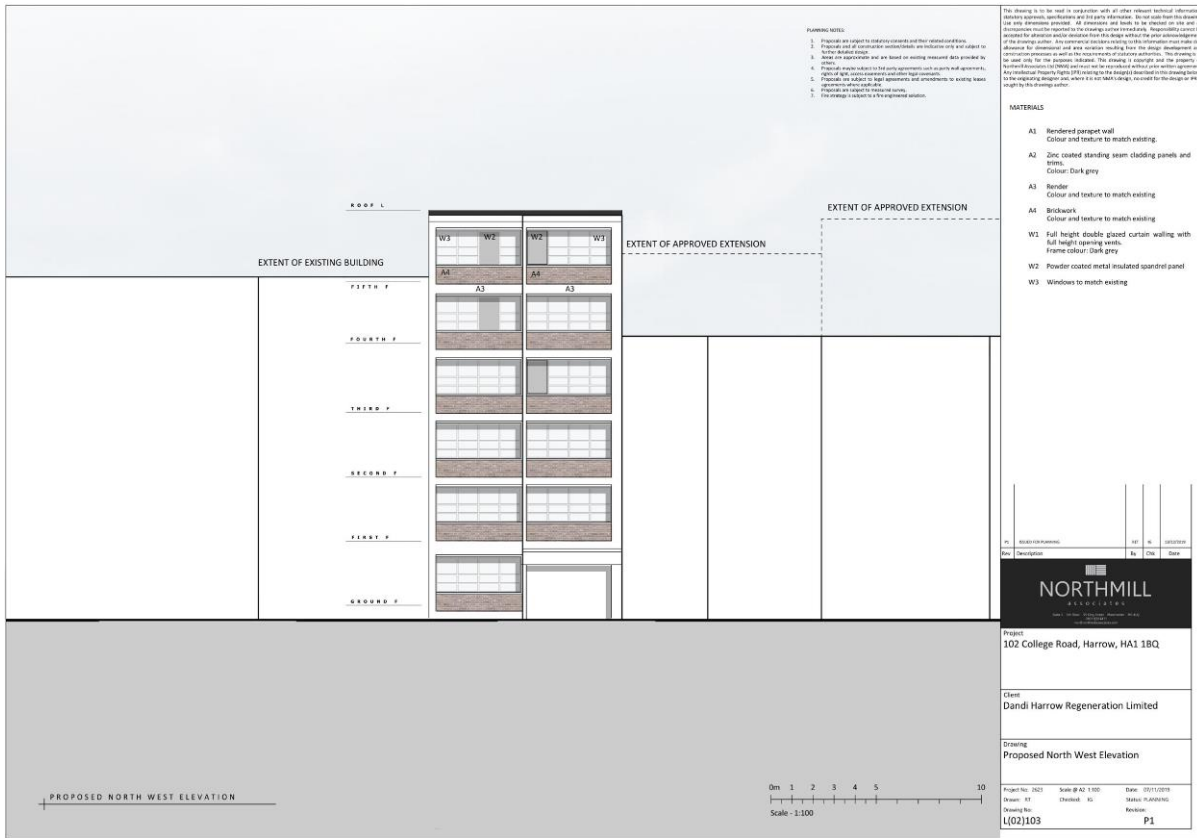
Proposed 4th Floor Plans



Proposed 5th Floor Plans

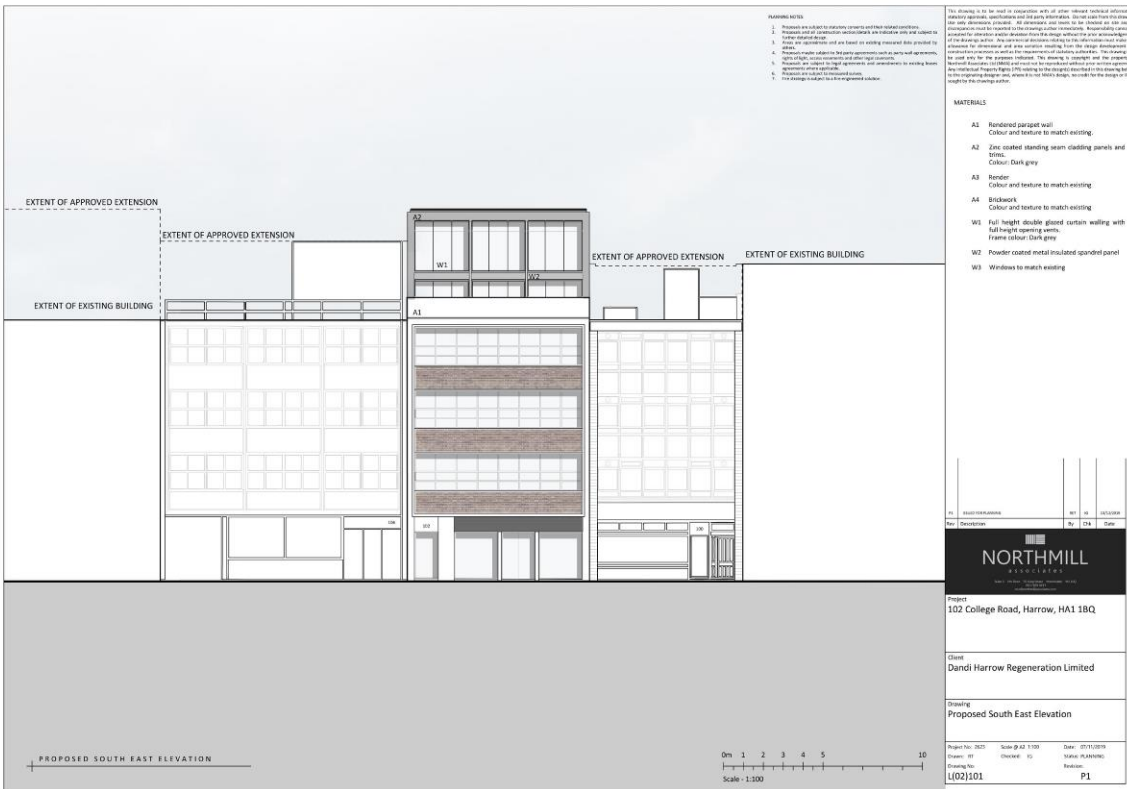


Proposed Side Elevation



Proposed Rear Elevation

Propo



Proposed Front Elevation

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