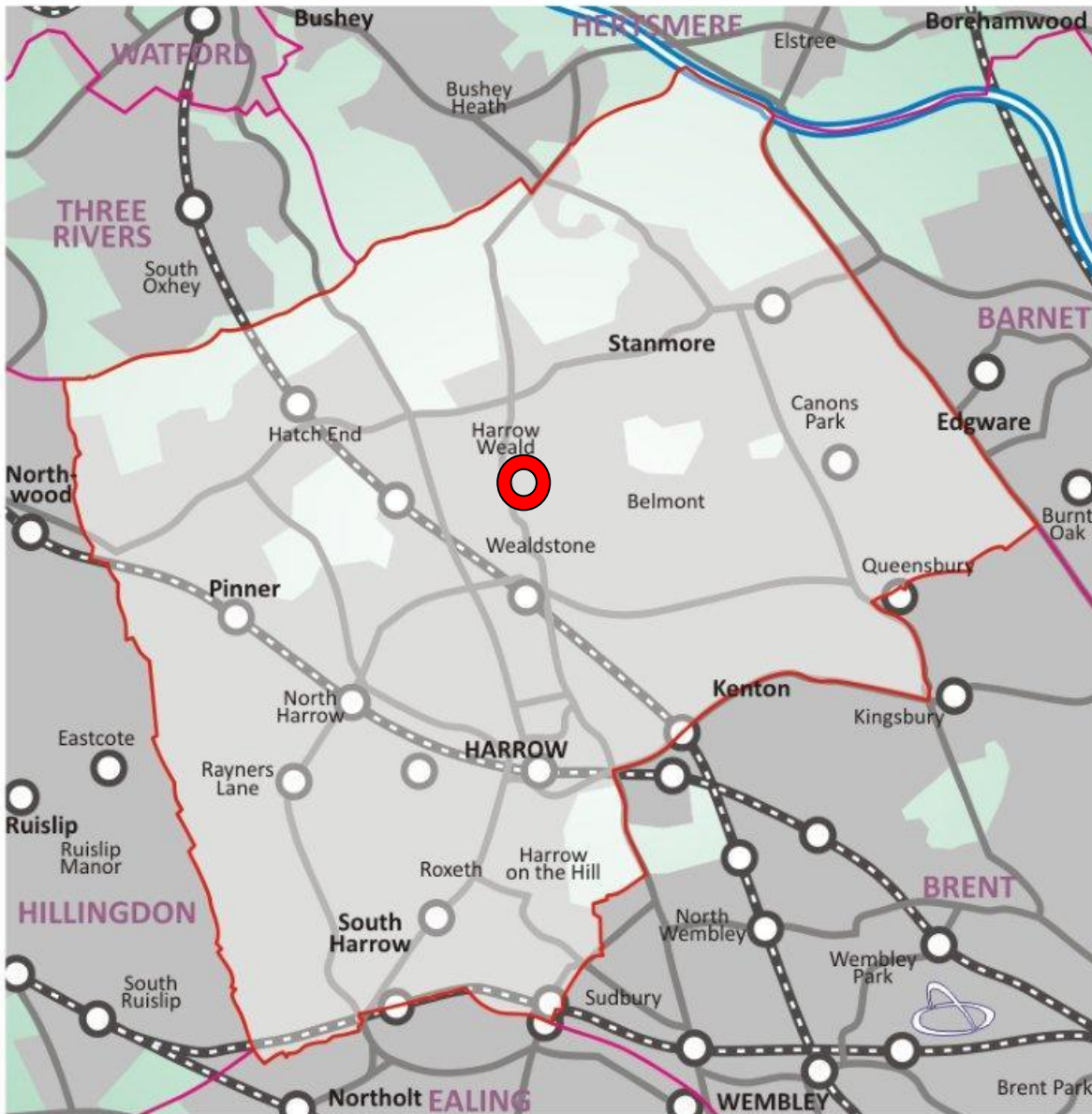
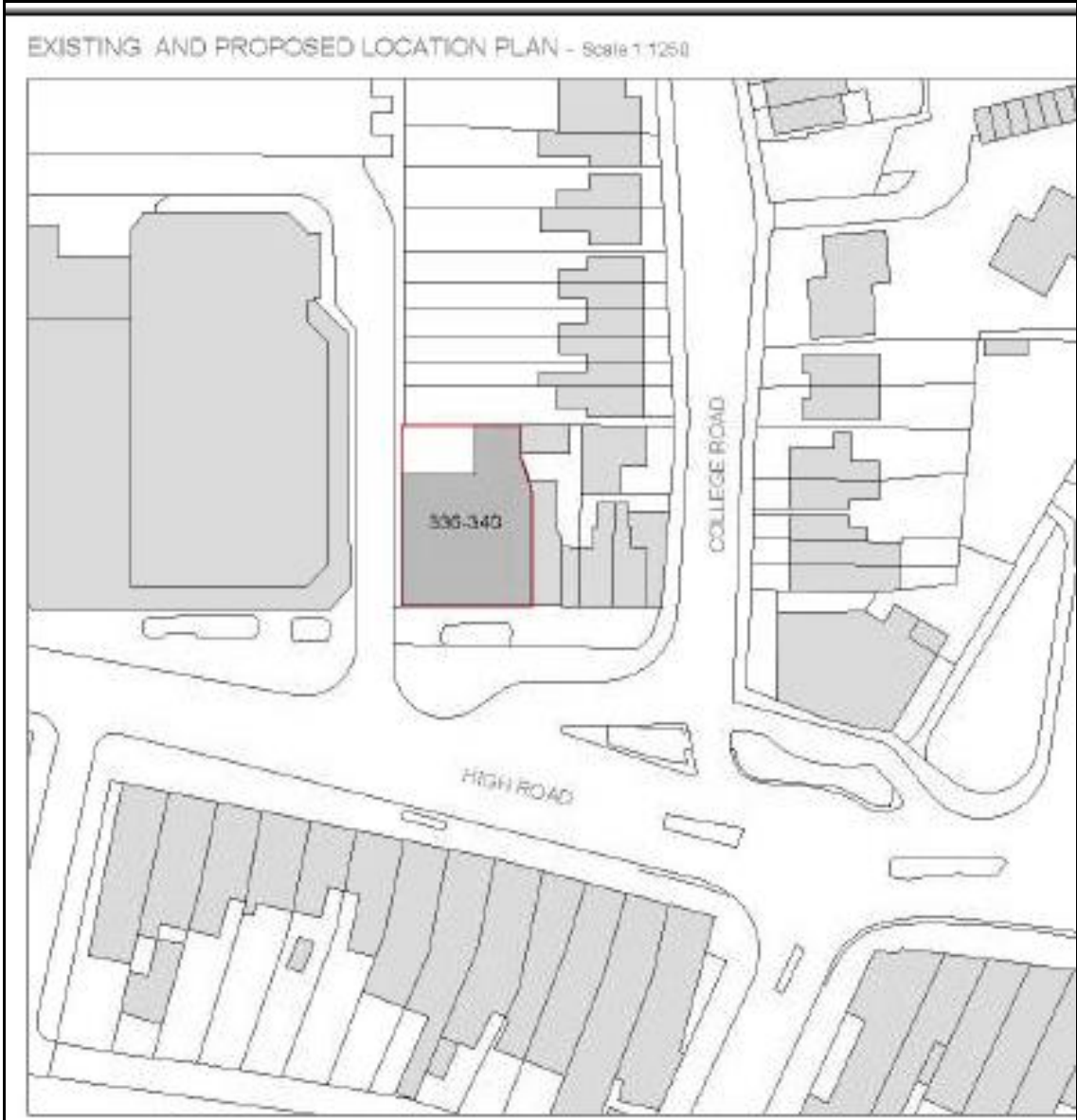


 = application site



**336-350 High Road, Harrow Weald**

**P/1069/20**



**Location Plan**

**LONDON BOROUGH OF HARROW**

**PLANNING COMMITTEE**

**2<sup>nd</sup> September 2020**

**APPLICATION NUMBER:** P/1069/20  
**VALID DATE:** 28/05/2020  
**LOCATION:** 336 - 350 HIGH ROAD HARROW  
**WARD:** HARROW WEALD  
**POSTCODE:** HA3 6HF  
**APPLICANT:** MR RISHI LAKHANI  
**AGENT:** CITY PLANNING LTD  
**CASE OFFICER:** FAYE MCELWAIN  
**EXPIRY DATE:** 08/07/2020 (Extension of Time 07/09/2020)

**PROPOSAL**

First Floor Rear Extension; Rear Dormer; Creation Of 8 Additional Flats To First And Second Floors; External Alterations

**RECOMMENDATION**

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 the Conditions listed in Appendix 1 of this report.

**REASON FOR THE RECOMMENDATION**

The form, scale and siting of the proposed additional floor and extensions and the creation of flats on the site is appropriate in this location and does not appear at odds with the existing character of development in the immediate area and would not have an unacceptable impact on the amenity of future occupiers or the occupiers of adjoining properties in accordance with Policies 7.4B and 7.6B of The London Plan (2016) and Policy DM1 of the DMP (2013).

Accordingly, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out below, officers conclude that the application is worthy of support.

## **INFORMATION**

This application is reported to Planning Committee as the development would result in the creation of over three residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	(13) Minor Dwellings.
Council Interest:	None
Additional Floorspace:	<b>228.93</b> sqm

GLA Community Infrastructure Levy (CIL) Contribution (provisional):	<b>£13,735.80</b>
Local CIL requirement (provisional):	<b>£36,311.98</b>

## **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**

- 1.1. The subject property is a two storey end of terrace building fronting the High Road with commercial use on the ground floor and associated storage on the first floor.
- 1.2. To the north west of the site is an access road used for the car park serving Iceland and Waitrose supermarkets which is adjacent to the building on the northern side.
- 1.3. The building has a larger hipped roof section at the end of the terrace and two first floor gabled windows at first floor on the far side. The other two storey properties on the row are of a simpler pitched roof design.
- 1.4. The building has an existing single storey flat roof L-shaped rear element which projects 8m and 16m from the rear wall leaving a gap of hardstanding beside the access with Waitrose supermarket.
- 1.5. The area is highly commercial in character. Within the surrounding area, the ground floor uses are predominantly commercial with a number of residential properties on the upper floors.
- 1.6. There are a number of properties with front dormers in the vicinity of the site.

## **2 PROPOSAL**

- 2.1 The application proposes to extend and convert the underused extended storage area on the upper floors to accommodate eight flats on first and second floors.
- 2.2 The proposal comprises of two dormers on the front elevation, and on the rear elevation, a first floor rear extension which measures 5.2m from the building line. In addition, a rear box dormer is proposed with three windows. A hip to gable extension is proposed to the hipped section of the building to accommodate the extra level.
- 2.3 The proposed flats consist of two 2-bed two person units, three 1-bed one person units and three studios.
- 2.4 The flats are accessed from a secondary door from the High Road. Cycle and bin storage is proposed internally at ground floor, which would also be accessed from the High Road. No car parking spaces or amenity space is proposed for the future residents.

## **3.0 RELEVANT PLANNING HISTORY**

- 3.1 No relevant history

## 4.0 **CONSULTATION**

4.1 A total of seven notifications were sent to neighbours of surrounding properties. The overall expiry date was 25<sup>th</sup> June 2020.

4.2 No objections were received in relation to the proposal.

### 4.3 **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><u>LBH Drainage -</u></b></p> <p>The site is identified within surface water flood zone 3a &amp; 3b according to our surface water flood maps. The roads 'High Road' which is the main access to the site is also identified within surface water flood zone 3a &amp; 3b according to the Council's surface water flood maps and is at a high risk of flooding.</p> <p>The submitted Flood Risk Assessment is sufficient. However, the proposed safe emergency escape route from the building should be marked on plan. This requirement can be conditioned.</p>
<p><b><u>LBH Highways –</u></b></p> <p>On the basis that this proposal is unlikely to result in a severe or harmful impact for the surrounding highway network, Highways have no objection.</p> <p>The parking surveys demonstrate that on average, car parking demand in this location is very high, but, there are streets where stress levels are lower. However, this is a fairly modest proposal which is unlikely to result in a significant level of overspill parking.</p>

## 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 if 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 the Development
- Character and Appearance of the Area
- Residential Amenity
- Transport and Highways
- Development and Flood Risk
- Accessibility
- Conclusion

### **6.1.1 Principle of Development**

The relevant policies are:

- The National Planning Policy Framework 2019
- Policy 3.8 of The London Plan 2016
- Policy CS1.A of Harrow's Core Strategy 2012

6.1.2 There would be no loss of useful retail floorspace as a result of the proposal. It is understood that the ancillary storage on the first floor is under-utilised and therefore the change of use of this space is not likely to prejudice the running of the shop below. The proposed site is in a sustainable location, and the additional floor and the change of use to flats, would be acceptable in this area.

6.1.3 As such, the change of use of the upper floors of the property is considered to be acceptable in principle, in accordance with the relevant policies subject to acceptable details.

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

6.2.1 The relevant policies and guidance documents are:

- National Planning Policy Framework (2019)
- Policy 7.4B of the London Plan (2016)
- Core Policy CS1B of the Core Strategy (2012)
- Policies DM1 of the Development Management Local Plan (2013)
- Supplementary Planning Document Residential Design Guide (2010).

6.2.2 It is proposed to extend upwards and to alter the appearance of the front elevation by inserting two front dormers above the existing bay window and to change the hipped roof element to a gable and to extend the glazing upwards.

6.2.3 Although the other properties on the row of terraces follow a pattern of simple pitched roofs, the subject building has design features which give it a more dominant and unique presence in the row and therefore there is scope to alter its appearance in a sympathetic manner. It is noted that there are a number of buildings in proximity of the site with front dormers and therefore the proposed dormers would be in keeping with the surrounding area. In the context of the adjoining buildings, and the character of the area, the proposed alterations to the frontage would be acceptable and would respect the street scene.

6.2.4 A first floor rear extension is proposed over the existing ground floor which has a substantial depth of 8.5m beside the access road decreases to approximately 7.2m beside the adjoining building. Although the depth is significant in relation to the existing dwelling the attached terrace has a two storey outrigger element projecting beyond the rear elevation of the subject property beside the boundary, therefore there is scope for a two storey extension. When taken in context with the existing extensions and the predominant pattern of development in this commercial area, there is considered to be minimal visual harm caused by the first floor extension.

6.2.5 The proposed rear box dormer is wide with a width of approximately 8m covering a large proportion of the rear roof slope. The dormer is set in from the edges of the roof and is set up from the eaves and is therefore in conformity with the guidance contained in the Council's SPD. It is acknowledged that the rear dormer would be somewhat visible for users of the access to Waitrose car park. However, given its position at the back of the building and the highly commercial nature of the site and the surrounding area this is considered acceptable.



6.2.6 Therefore in respect of character and design the scheme complies with the relevant development plan policies

### **6.3 Residential Amenity**

6.3.1 The relevant policies and guidance documents are:

- Policy 7.6B of the London Plan (2016)
- Core Policy CS1B of the Core Strategy (2014)
- Policies DM1 and DM27 of the Development Managements Local Plan (2013).Supplementary Planning Document Residential Design Guide (2010)

#### Residential Amenity of neighbouring Occupiers

6.3.2 The area is highly commercialised. However, there are flats above the commercial properties on the row of the terraces. The proposed rear extension projects 2m beyond the rear wall of the neighbouring property and therefore would comprehensively breach a 45 degree line taken from the corner of this building. The window on the rear elevation of this neighbouring property is understood to be a bedroom window in the adjacent flat and therefore deemed a 'protected' window. A daylight and sunlight assessment has been taken by the applicant in accordance with the BRE methodology, which concludes that the proposal would have a minimal impact on the daylight and sunlight to this room. The bedroom which this window serves is dual aspect with a door providing light on the flank/front wall. Therefore the potential impact on this room in regards to daylight/sunlight is minimal and given the modest projection beyond the neighbouring rear wall and the site's circumstances, this is considered to be acceptable.

#### Residential Amenity of future Occupiers

6.3.3 All of the proposed flats exceed the minimum floor space as set out in the London plan and are acceptable in this regard. All the main habitable rooms and the studio flats have an outlook either to the front or to the rear of the building which is appropriate in terms of outlook and light availability.

6.3.4 All the flats have a floor to ceiling height of 2.5m which is sufficient and in accordance with the guidance set out in the London Plan to ensure suitable ventilation and avoids over-cramped accommodation.

6.3.5 No amenity space is provided for the flats. Harrow Weald recreation ground is less than half a mile from the site. This is an acceptable situation given the location of the flats above the commercial unit/s and the commercial nature of the immediate area.

6.3.6 The bedrooms and living areas on the first and second floor are generally aligned above one another. It is noted that, the studios on the ground floor are above either another studio or a flat on the first floor. However, efforts have been made to align the sleeping areas and bedrooms and given the nature of studio apartments this would be unavoidable. Building regulations would require appropriate acoustic

treatment to reduce the transmission of noise therefore this is considered to be acceptable.

## **6.4 Highways and Parking**

6.4.1 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)
- Policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

6.4.2 No parking is proposed with the development. The area has a moderate PTAL rating of 3 and although there is not a wealth of sustainable travel options it is accepted that the location is accessible in terms of public transport that offers good onward connections and other amenities and local services that make living in the location convenient. There is restricted parking on the high road itself and parking pressure on the surrounding streets. Notwithstanding this, the size of the units is not considered likely to create significant impact on the highway network or parking in the area. The applicant has submitted a Transport Statement with the application that demonstrates that this location is suitable for car free living and it is noted that those who do need to travel by car from time to time may also make use of the car club vehicle located near to the site for occasional trips.

6.4.3 In line with the Pre-application advice the cycle and refuse storage is proposed internally on the ground floor and accessed from the front. This arrangement is considered satisfactory and avoids crime and safety issues which could occur if they were located to the rear. However, to comply with the Intend to Publish London plan the number of cycle spaces needs to be increased to 1.5 per flat. A condition has been added for the applicant to provide further details of the cycle parking.

## **6.5 Development and Flooding**

6.5.1 The site itself is identified within surface water flood zone 3a & 3b according to the Council's surface water flood maps. The 'High Road' which is the main access to the site is also identified within surface water flood zone 3a & 3b and is at a high risk of flooding.

6.5.2 The applicant has submitted a Flood Risk Assessment which has been reviewed and is considered satisfactory. A condition has been added to request the emergency planning information.

### **6.6.1 Accessibility**

6.6.1 The relevant policies are:

- Policies 3.5 and 3.8 of the London Plan (2016)
- Policy DM2 of the Harrow Development Management Local Plan (2013) and
- Policy CS1 K of the Core Strategy (2012).

- 6.6.2 It is acknowledged that as the flats are at the upper floors, the flats may not be accessible to all and that this is not always possible for converted buildings. A condition of approval will ensure that the proposed development would meet regulation M4 (2) of the building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all.
- 6.6.3 Accordingly, subject to compliance with this condition, it is considered that the proposed accommodation would be satisfactory, and as such would comply with the relevant policies.

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

- 7.1 The proposed development would not unduly impact on the character of the area or the amenities of the residential occupiers of the adjoining, or nearby properties, subject to the attached conditions. The proposed development would therefore accord with Policy CS1 of the Harrow Core Strategy 2012, Policies 7.4 and 7.6 of the London Plan (2016) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

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

### **Conditions**

#### 1. Timing

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

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

#### 2. Approved Drawing and Documents

Save where varied by other planning conditions comprising this planning permission, the development hereby permitted shall be carried out, completed and retained in accordance with the following approved plans and documents:

Plans: 1-Existing Ground Floor Plan – Location Plan; 2 Existing First Floor Plan – Block Plan; 3-Existing Roof Plan; 4-Existing Front Elevation; 5-Existing Side Elevation; 6-Existing Side Elevations; 7-Existing Sections; 8-Proposed Ground Floor Plan; 9-Proposed Ground Floor Plan; 10-Proposed Second Floor Plan; 11-Proposed Roof Plan; 12-Proposed Front Elevation; 13- Proposed Side Elevations; 14-Proposed Rear Elevation; 15-Proposed Sections; 16-Proposed Cycle and Refuse Storage detail; 17-Proposed Cycle and Refuse Storage Detail; 18-Proposed Cycle and Refuse Storage Detail; 19-Existing Contextual Study; 20-Proposed Contextual Study; Design and Access Statement 13th March 2020; Transport Survey 13th March 2020; Parking Survey 3rd March 2020; Daylight and Sunlight Study Report; Flood Risk Assessment August 2020.

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

#### 3. Materials

Notwithstanding the details shown on the approved plans, the development hereby permitted shall not commence until samples of the external facing materials and brickwork bond details have been made available to view on site, and approved in writing by, the local planning authority. The relevant works shall be carried out in accordance with the approved sample details.

Reason: To enhance the appearance of the development and safeguard the character and appearance of the area. This is a pre-commencement condition to ensure a satisfactory form of development

#### 4. Emergency Planning

The development hereby permitted shall not be occupied until details of safe dry access/egress arrangements and a plan indicating a safe route for the occupants and users, away from the source of flooding, have been submitted

to and agreed in writing by, the local planning authority. The development shall be carried out in accordance with these approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk in accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013.

5. Disposal of Sewage

The development hereby permitted shall not commence (other than works of demolition) until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with these approved details and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013. This is a PRE-COMMENCEMENT CONDITION to ensure adequate sewage disposal details are agreed before the development commences on site.

6. 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 safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan 2016 and policy DM1 of The Development Management Policies Local Plan 2013.

7. Accessibility

The development hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2) and (3), evidence demonstrating compliance should be submitted to and approved in writing by the Local Planning Authority prior to occupation. The proposal shall be carried out in accordance with the approved drawings and retained thereafter.

REASON: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time.

8. Change of Use

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

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with Policy DM1 of the Harrow Development Management Policies 2013, Policy CS1 of the Harrow Core Strategy 2012, Policy 7.6 of the London Plan 2016 and the Core Planning Principles of the National Planning Policy Framework 2012.

9. Cycle Parking Details

Notwithstanding the details on the plans hereby approved, prior to the first occupation of the development hereby approved, details of the secure cycle parking to serve the flats shall be submitted to, and approved in writing by, the local planning authority. The plans must show dimensions, type of storage and type of stand. The cycle parking shall be carried out in accordance with the approved details prior to the occupation and shall thereafter be retained.

REASON: To ensure the satisfactory provision of safe cycle storage facilities, to provide facilities for all the users of the site and in the interests of highway safety and sustainable transport, in accordance with policy 6.9B of The London Plan (2016) and policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

## **INFORMATIVES:**

1. The following policies are relevant to this decision:

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

#### **The London Plan (2016):**

3.3 Increasing Housing Supply

3.5C: Quality and design of housing developments

6.3 Assessing effects of development on transport capacity

6.9 Cycling

6.13 Parking

7.3B Designing out crime

7.4B Local character

7.6B Architecture

#### **The Draft London Plan – Intend to publish version (2019):**

D1 London's form, characteristic and capacity for growth

D3 Optimising site capacity by the design led approach

T5 Cycling

T6 Car parking

#### **Harrow Core Strategy (2012):**

Core policy CS1.B

Core policy CS1.D

Core Policy CS1 K

Core policy CS1.W

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

DM1: Achieving a High Standard of Development

DM2: Achieving Lifetime Neighbourhoods

DM7: Heritage Assets

DM10: On Site Water Management and Surface Water Attenuation

DM 24: Housing Mix

DM27: Amenity space

DM 42: Parking Standards

DM45: Waste Management

#### **Supplementary Planning Documents:**

Supplementary Planning Document Residential Design Guide (2010)

Technical housing standards - nationally described space standard (2015).

Major of London Housing SPG (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 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

### 3 Mayoral CIL

INFORMATIVE: 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 £13,735.80 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/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

### 4 Harrow CIL

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

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;

Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis) - £55 per sqm;

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm

All other uses - Nil.

The Provisional Harrow CIL liability for the application, based on the Harrow CIL levy rate for Harrow of £110/sqm is **£36,311.98**

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.

## 5 Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

## 6 Party Wall Act

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

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

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

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [communities@twoten.com](mailto:communities@twoten.com)

## 7 Compliance with Planning Conditions

**IMPORTANT:** Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences - You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local

Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

#### 8 Liability For Damage to Highway

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to [nrswa@harrow.gov.uk](mailto: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 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)

#### 12 Surface Water Drainage

Thames Water would advise that if the developer follows a sequential approach to the disposal of water. Prior approval will be required for the discharge to a public sewer. For further information please visit Thames Water website.

#### 13 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 (2012) 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

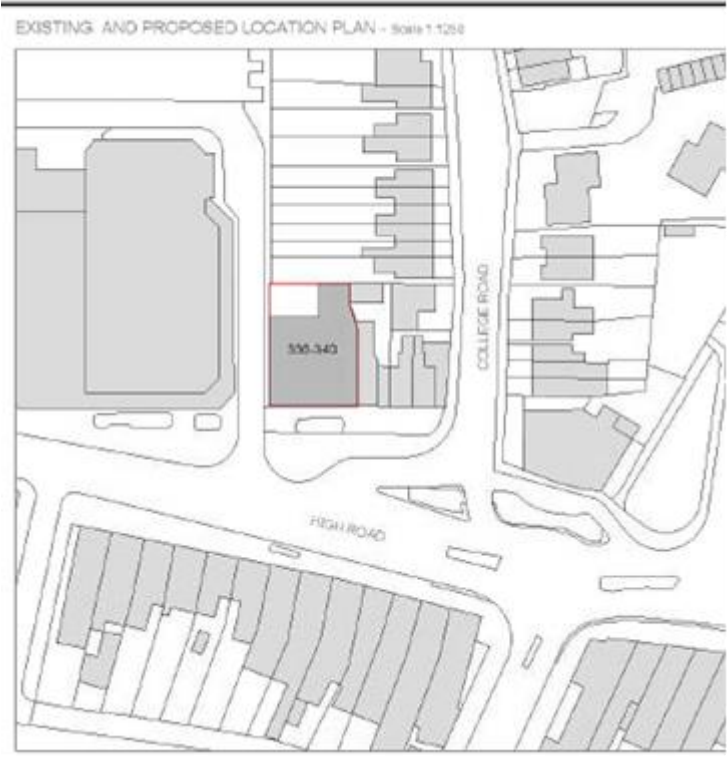
#### 14. Designing Out Crime

For further information regarding Secure By Design, the applicant can contact the North West London Designing Out Crime Group on the following: [DOCOMailbox.NW@met.police.uk](mailto:DOCOMailbox.NW@met.police.uk)

#### Checked

Interim Chief Planning Officer	Orla Murphy pp Beverley Kuchar 20.8.20
Corporate Director	Hugh Peart pp Paul Walker 20.8.20

**APPENDIX 2 SITE PLAN**



**APPENDIX 3: PHOTOGRAPHS**



Front Elevation



Side elevation



Rear elevation

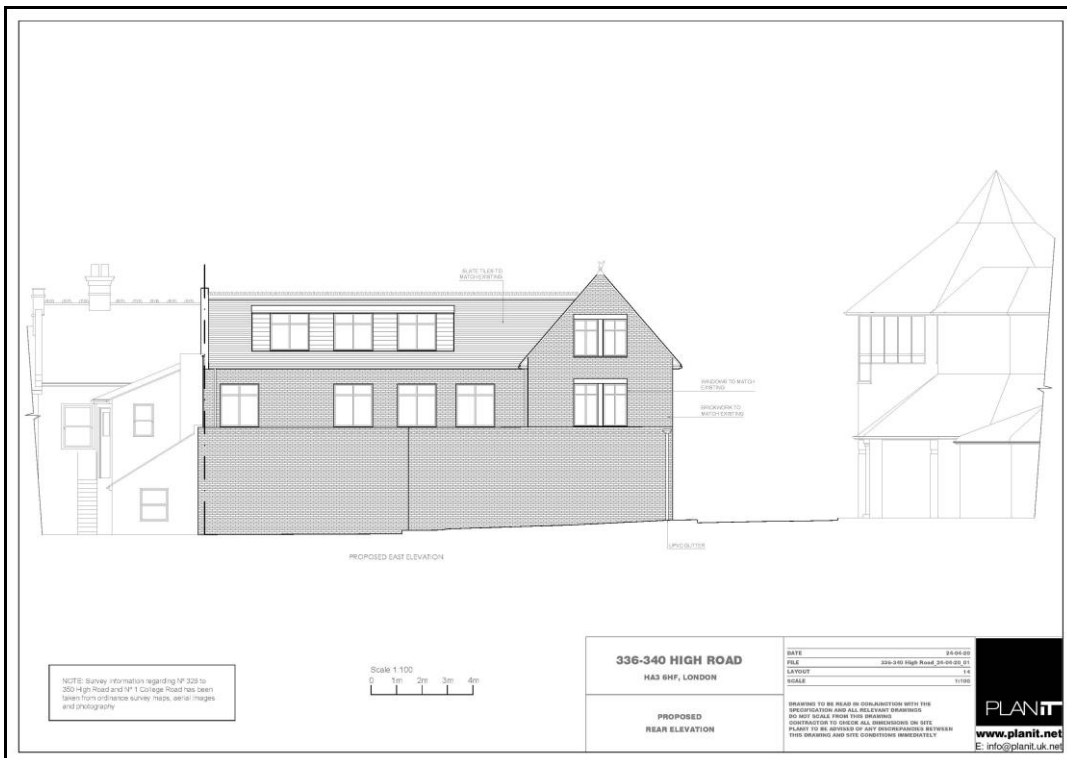


Rear

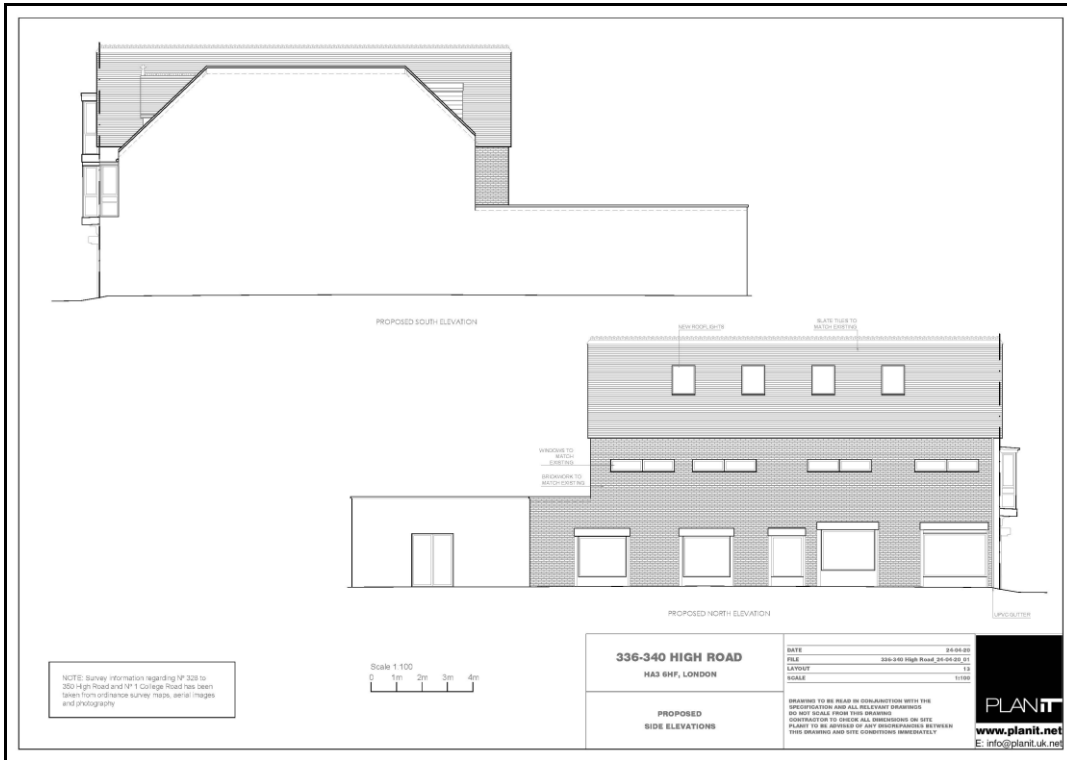
# APPENDIX 4 – PLANS



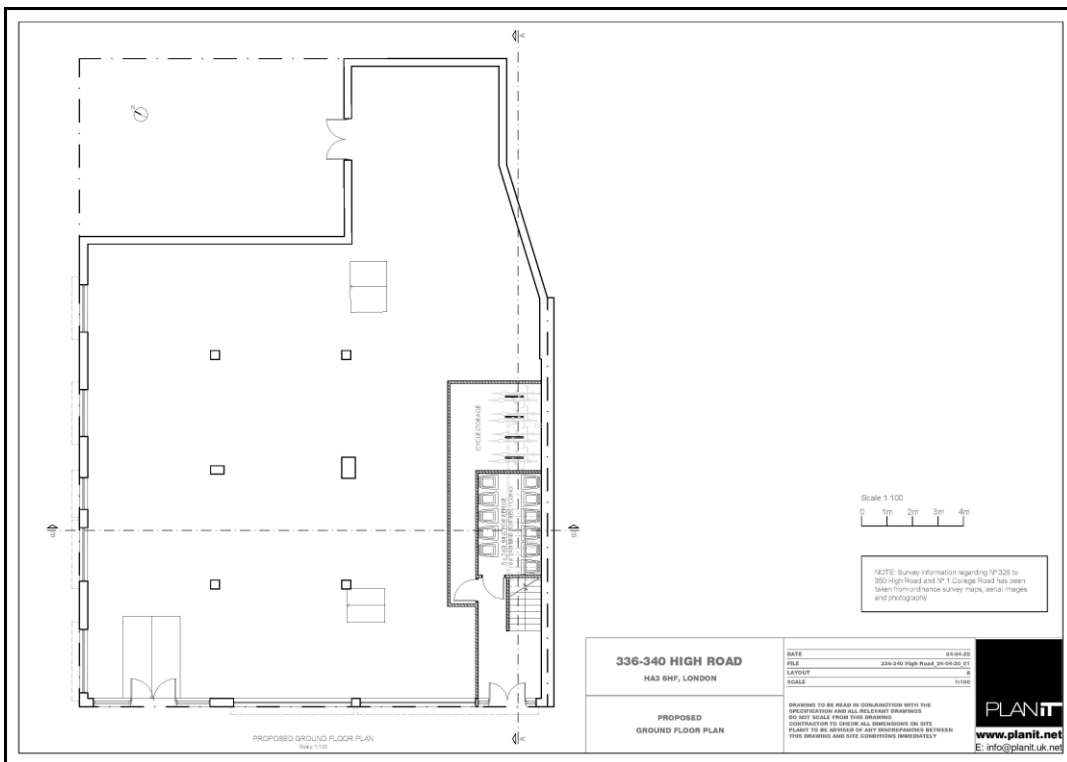
Proposed Front Elevation



Proposed Rear Elevation

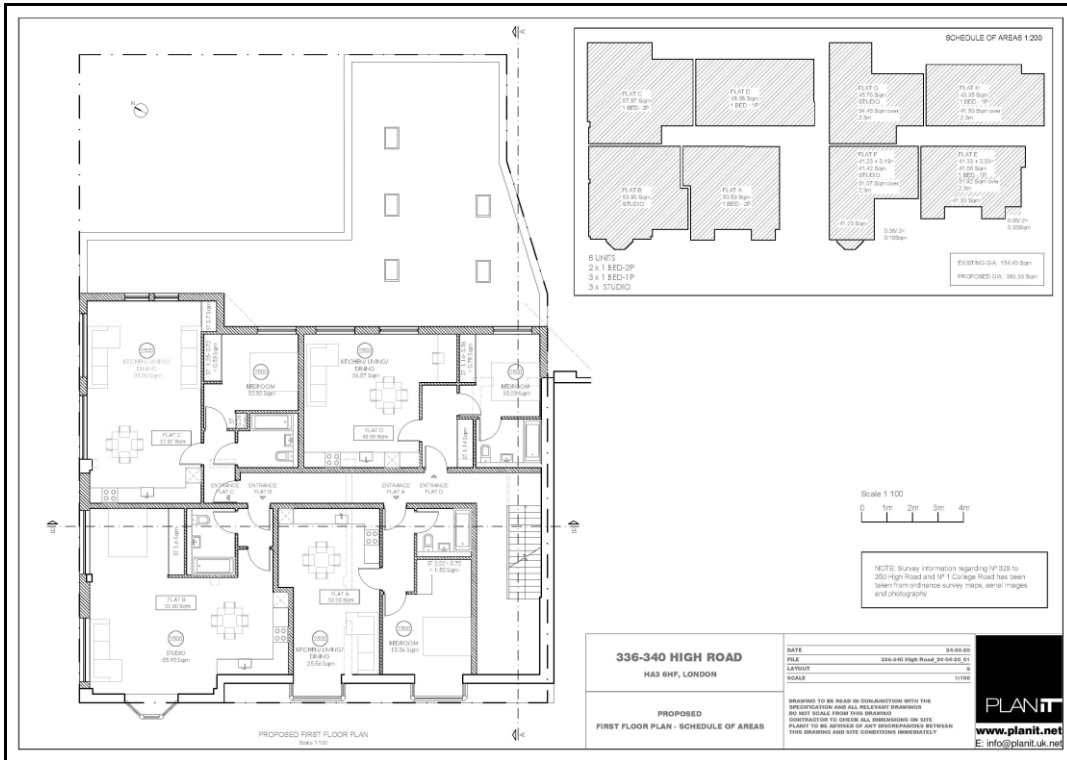


Proposed Side Elevation

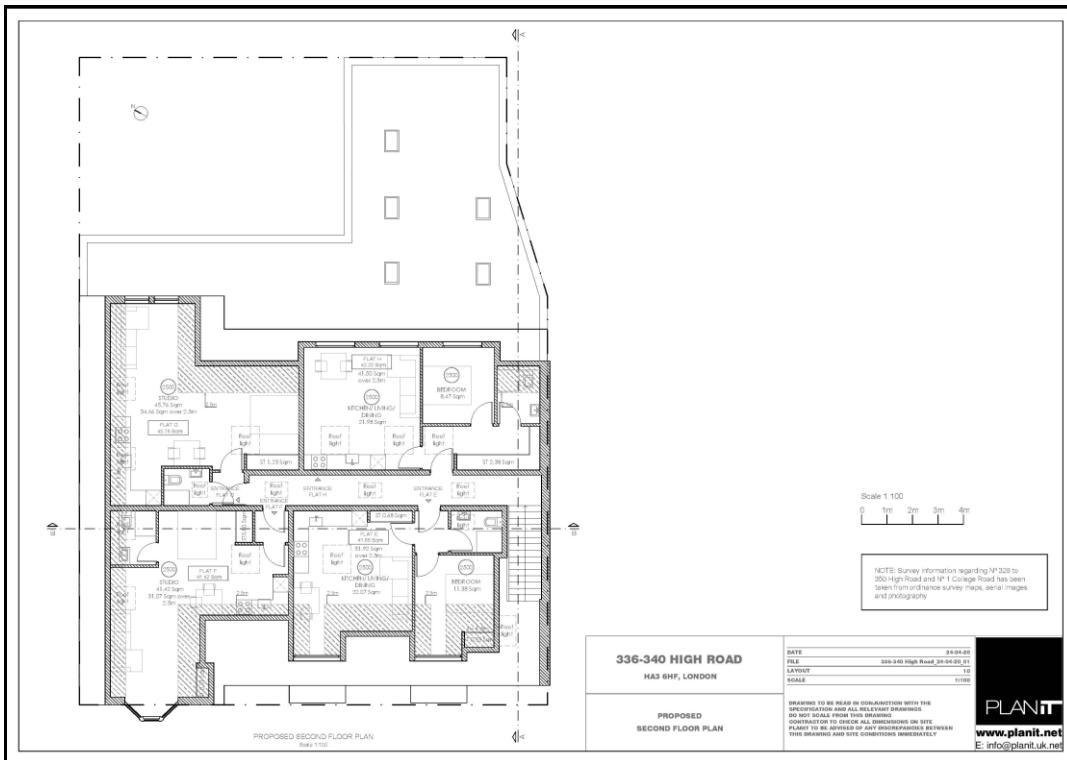


Proposed Ground Floor Plan





Proposed First Floor Plan



Proposed Second Floor Plan

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