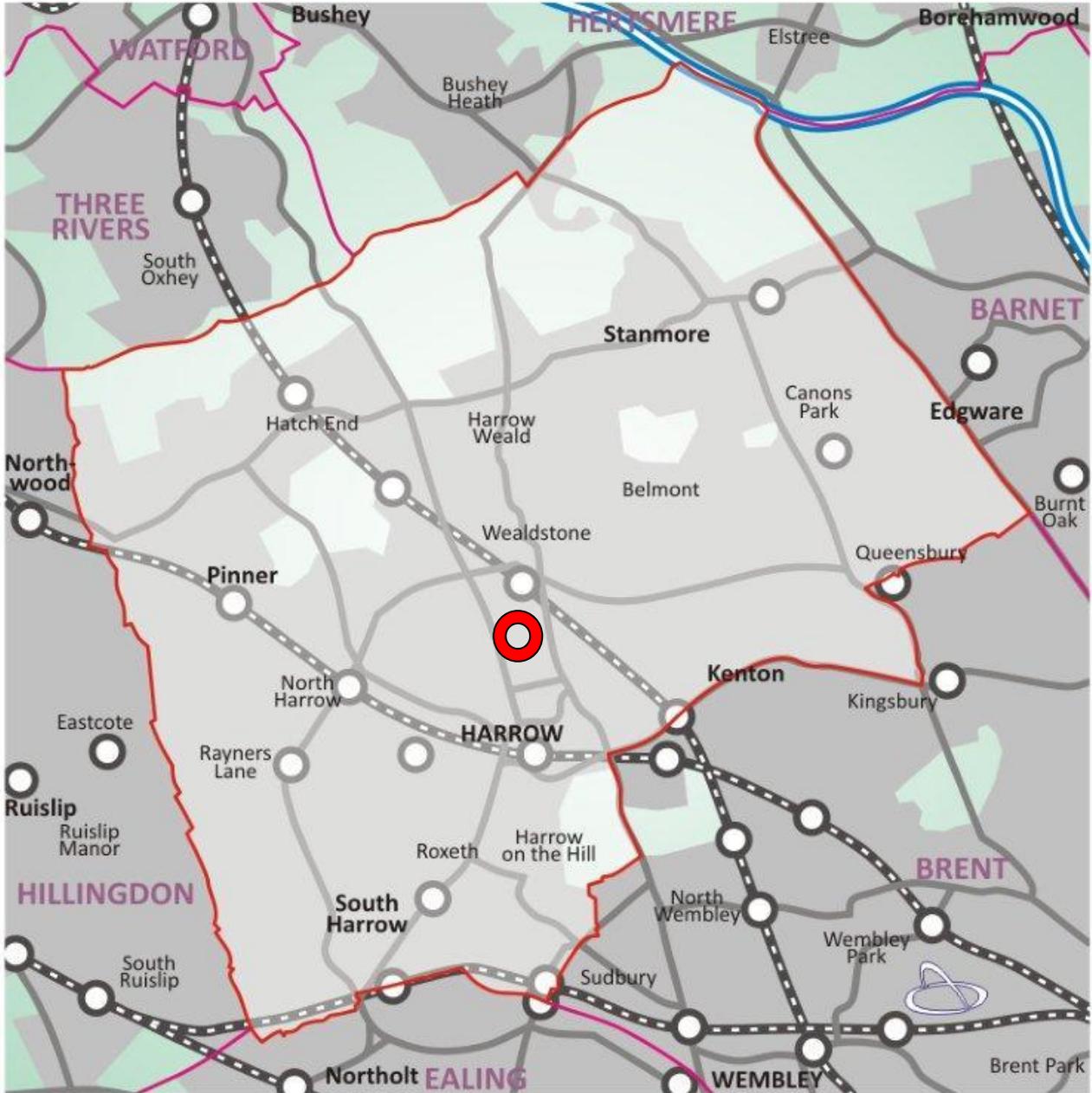


 = application site



<b>Harrow Council Civic Car Park A Milton Rd &amp; 9 Station Road, Station Road, Milton Road</b>	<b>P/4477/21</b>
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## LONDON BOROUGH OF HARROW

### PLANNING COMMITTEE

16<sup>th</sup> February 2022

**APPLICATION NUMBER:** P/4477/21  
**VALID DATE:** 18/11/2021  
**LOCATION:** HARROW COUNCIL CIVIC CENTRE CAR PARK A  
MILTON ROAD AND 9 STATION ROAD.  
**WARD:** MARLBOROUGH  
**POSTCODE:** HA1 2XH  
**APPLICANT:** HARROW COUNCIL  
**AGENT:** CBRE  
**CASE OFFICER:** KATIE PARKINS  
**EXPIRY DATE:** 1<sup>st</sup> June 2022

### PROPOSAL

Development of apartment building comprising residential units (use class C3) and flexible non residential use to ground floor (Use Class E and/or F1 and/or F2); townhouses (use class C3); landscaping; boundary treatment; parking; bin and cycle stores

Details: Apartment building with height ranging from 4 - 7 storeys comprising 29 residential units (21 X 1 bed, 8 X 2 bed) and 10x 3 storey townhouses (6 X 3 bed and 4 X 4 bed).

### 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 development and issue of the planning permission, subject to amendments to the conditions, including the insertion or deletion of conditions as deemed fit and appropriate to the development or the amendments to the legal agreement as required.

### AFFORDABLE HOUSING

- (a) To be provided as per the submitted details and retained in perpetuity.
- (b) In securing the Shared Ownership tenure of the affordable housing offer, a cascade mechanism is required to offer these units to Harrow residents at Harrow income levels. Following this, it can be released to the West London Alliance boroughs, and then out to London wide (in line with The Mayor of London's income cap).

## REPLACEMENT TREES

- (a) 26 x replacement trees & maintenance – TBC

## PLAY SPACE CONTRIBUTION

- (a) Children's Play Space – £6,365.

## HIGHWAYS

- (a) Parking Permit Restrictions - £1,780
- (b) Alteration to the existing loading restriction - £3,000
- (c) 2 x cycle racks on the public highway - £2,000

## CARBON OFFSET

- (a) £93,912 carbon offset payment prior to the commencement of development (circa 27 tonnes offset per annum)
- (b) Provisions safeguarding the potential for connection to any future heat network capable of serving the development
- (c) Submission of final 'As Built' carbon emissions calculations and payment of any additional carbon offset contribution upon completion (in order to ensure development achieves zero carbon)
- (d) Compliance with requirements of the Mayor's 'Be Seen' energy monitoring guidance

## **RECOMMENDATION B**

That if, by 1st June 2022 or such extended period as may be agreed in writing by the Interim Chief Planning Officer, the section 106 Planning Obligation is not completed, then delegate the decision to the Chief Planning Officer to **REFUSE** planning permission for the following reason.

1. The proposed development, in the absence of a Legal Agreement to provide appropriate improvements, benefits and monitoring that directly relate to the development, would fail to adequately mitigate the impact of the development on the wider area and provide for necessary social, environmental and physical infrastructural improvements arising directly from the development, contrary to the National Planning Policy Framework (2021), policies H4, H5, H6, G5, G7, D2, SI2, S4, T3, T4 and T6 of The London Plan (2021), policy CS1 of the Core Strategy (2012), AAP4, AAP5, AAP11 and AAP13 of the Harrow and Wealdstone Area Action Plan (2013), policies DM1, DM7, DM12, DM13, DM14, DM27, DM28, DM42, DM43, DM44 and DM45 and DM50 of the Harrow Development Management Policies Local Plan and the Supplementary Planning Document: Planning Obligations & Affordable Housing (2013).

## **INFORMATION**

This application is reported to Planning Committee as it is a Major Development and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	All other Largescale Major Development
Council Interest:	Landowner and Applicant
Net Floorspace:	3,652 sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£414,293.48
Local CIL requirement:	£596,080.56

## **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**

Policy D11 of The London Plan (2021) 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 site relates to the Citizen's Advice Bureau (9 Station Road) and the Civic Centre Car Park A, which extends along Milton Road. The existing building is two storeys in height and abuts a terrace of ground floor commercial premises fronting Station Road with residential accommodation above
- 1.2 The site is located at the junction of Station Road (A409) and Milton Road. The site is bounded by Milton Road to the north and Station Road to the east. There are residential properties located to the south of the site on Blawith Road and Poets Way bounds the western boundary of the site, adjacent to an overgrown area of scrub and trees. In addition, there are a number of London Plane trees adjacent to the northern boundary of the site.
- 1.3 The application site is within the Opportunity Area and forms part of an allocated site for the wider redevelopment of the Harrow Civic Centre. The site is located between the Harrow Metropolitan Centre and Wealdstone District Centre. Part of the site is within a protected view setting corner – Roxborough Road Footbridge which provides a view of St Mary's spire. In addition, the site is within a protected view setting corridor for the proposed country park at wood farm.
- 1.4 Vehicular access to the site is via Milton Road. The site has a PTAL rating of 4 to 5. The roads surrounding the site are included within a Controlled Parking Zone (CPZ).
- 1.5 The site is within a critical drainage area.
- 1.6 The site is approximately 0.2ha and is therefore a 'small site'.

## **2.0 PROPOSAL**

- 2.1 The proposed development is a row of 3-storey townhouses and a 4-storey apartment building, rising to 7-storey on the corner of Milton Road and Station Road.
- 2.2 100% of the proposed residential units would be affordable. A total of 10 townhouses would be provided and would be available as London Affordable Rent. The apartment building consists of 29 flats, all available as shared ownership.
- 2.3 The Harrow Core Strategy defines tall buildings with the Opportunity Area as 30m and above. The proposed development is 25.4m at its maximum height and therefore does not fall within the definition of a tall building.
- 2.4 The proposed development would be car-free, except for the provision of three accessible parking spaces, which would be accessed via Milton Road and located to the west of the site.

2.5 A communal garden 'Pocket Garden' for future residents is proposed to be located between the townhouses and the apartment building. In addition, a communal amenity space including children's play space is proposed for the wider community and is located to the west of the site.

### **3.0 RELEVANT PLANNING HISTORY**

3.1 None.

### **4.0 CONSULTATION**

4.1 A total of 395 consultation letters were sent to neighbouring properties regarding this application.

4.2 A site notice was posted on the 10<sup>th</sup> December 2021. A Harrow Times advert was published on the 25<sup>th</sup> November 2021. The overall public consultation period expired on the 31<sup>st</sup> December 2021.

4.3 3 objections have been received and are summarised below.

#### **Principle**

- Plans were not transparent and was not aware of the plans for Milton Road when purchased property.

*Officer response: Please note that public consultation was carried out by the Local Planning Authority in accordance with our statutory requirements. This includes sending letters to neighbouring properties, advertising in local newspapers and displaying a site notice.*

#### **Character**

- Proposed heights are disproportionate to surrounding existing buildings.
- Exterior designs do not aesthetically combine with the surrounding architecture.
- The proposed buildings would block the view of the mosque – has spiritual and wellbeing benefits.
- Not in keeping with the Poets Corner development.

*Officer response: Noted, please refer to section 6.4 below.*

#### **Landscaping/Amenity Space/Play Space**

- Insufficient play space.
- The public amenity space will lead to an increase in anti-social behaviour. Will increase noise levels.
- Removal of tree T21 is not justified, it is of good health and was planted in memory.
- 

*Officer response: Noted, please refer to sections 6.4 and 6.5 below.*

#### **Impact to Residential Amenity**

- Loss of privacy due to height and density.
- Unacceptable impact on amenities of properties on Pinner Road and The Gardens.
- Have been running a business in the area with late closing and holding events on regular basis. There would be a level of noise which may affect residents.

*Officer response: Noted, please refer to section 6.5 below.*

#### **Standard of Residential Accommodation**

- Should be greater consideration towards existing neighbouring residents.

*Officer response: Noted, please refer to section 6.5 below.*

#### **Highways**

- Proposal does not include car parking spaces. Will increase congestion in the surrounding area and create parking hazards.
- Not convinced of the legal standing to prevent residents from obtaining parking permit.

*Officer response: Noted, please refer to section 6.5 below.*

#### **Others**

- Putting letters through mailboxes without addressing to anyone specific poses as junk to most people hence lessening awareness.

*Officer response: Please note that public consultation was carried out in accordance with the statutory requirements.*

#### 4.4 Statutory and Non Statutory Consultation

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

<b>Consultation Responses</b>
<p><b>LBH Principal Urban Design Officer</b></p> <p>The general height and massing distribution of the scheme is considered appropriate for the immediate settings of the site. Three storey flat roof townhouse units in a terraced row are of an appropriate scale to relate well with two and three storey semi-detached properties on Blawith Road, provided a suburban back-to-back typology. The apartment block, while significant in height at seven storeys, is of an urban scale fitting for an Opportunity Area, whilst relating to the Central Mosque on the eastern side of Station Road. The block steps down to four storeys for its western portion fronting Milton Road, offering a</p>

better relationship with Nos 1, 3, 5 and 7 Blawith Road with much reduced potential for overlooking between rear elevations. The scheme presents limited daylight and sunlight concerns to surrounding dwellings and buildings, given it lies to the north of Blawith Road properties, with extensive rear gardens creating sufficient separation. No objection.

*Officer response: Noted.*

#### **LBH Highways Officer**

The site has a public transport accessibility level (PTAL) of 4 to 5 (good to very good). The application will be considered in line with the higher PTAL rating in accordance with section 10.6.4 of the London Plan. The commercial unit is not expected to generate any significant demand – the location is part of a parade of existing shops and businesses mainly used by people local to the area or passing by (already on the network). The residential element of the proposal includes a total of 73 cycle parking spaces – 69 long stay and 4 short stay. This amount is in line with London Plan 2021 minimum cycle parking standards. 5% of stands will be accessible meaning that they are capable of facilitating non-standard cycles. Details of cycle storage would be required. We expect a detailed document to reference TfL and WestTrans guidance on delivery and servicing plans including measures to reduce the impact on the highway.

*Officer response: Noted, conditions included.*

#### **LBH Travel Planner**

Due to the size of the development, the TPS will not be subject to a S106 agreement however there should be sufficient measures to deter parking on street as permitted by local parking regulations. A Residential Travel Plan outline has been submitted for approval for 39 residential units comprising of 29 flats and 10 townhouses. The total number of units do not meet Transport for London's guidance for Travel Plan Statement, however in view of plans to redevelopment the adjoining site, I am requesting a Travel Plan Statement (TPS) to be submitted by the 6<sup>th</sup> month following occupation with further details on mitigating measures

*Officer response: Noted, conditions included.*

#### **LBH Drainage Engineer**

No objection subject to conditions relating to surface/foul water drainage and permeable paving.

*Officer response: Noted, conditions included.*

#### **LBH Principal Landscape Architect**

The 'pocket garden' located between the townhouses and residential building provides secure access to cycle storage and a welcome incidental and attractive planted seating area. This space has the potential to become a sociable communal garden space for local residents. The UGF score is lower than required, however it is also noted that as much of the available external space as possible is proposed to be planted. Replacement trees are required at a ration of 2 for 1. Conditions required in relation to soft and hard landscaping, external lighting, landscape management and maintenance plan.

*Officer response: Noted, conditions included.*

**LBH Tree Officer**

Mitigation planting options within the site are likely to be limited owing to space constraints. The subsoil in this area is (as with much of Harrow) generally highly shrinkable clay – so foundations will need to be designed accordingly. A draft tree protection plan and method statement has been provided: this should be implemented exactly as per the recommendations therein, including the arrangements for arboricultural supervision in relation to activities within RPA (installation of geotextile / ground protection, turf removal / soil re-grading etc)

*Officer response: Noted, conditions included.*

**LBH Biodiversity Officer**

The development site is of relatively low biodiversity value and is adequately distant from any sites of importance for nature conservation that the proposals would have no effect on these. Conditions recommended in relation to the submission of an Ecology Mitigation and Enhance Plan and an Ecology Management Plan.

*Officer response: Noted, conditions included.*

**LBH Environmental Health Officer**

Contamination - risk is low and their subsequent suggestion to recommend soil testing as a precautionary measure in line with their proposed site investigation scheme. The Noise levels at the façade line have been categorised predominantly in the Medium Category with variation across the site from Low at the measurement position furthest from the main road to High for night time noise closest to Station Road. The proposal includes internal air handling plant and equipment, RBA acoustics have not seen detailed design specs for the building materials or plant to be installed therefore I suggest a condition requiring a further assessment of the noise and vibration impact of any plant and equipment associated with the air handling and ventilation systems. No objection subject to conditions.

*Officer response: Noted, conditions included.*

**LBH Waste Management Officer**

No objection. My only advice would be to allow room at each if a resident wants a garden waste collection (assuming they have a garden each). This would increase bin space required to accommodate at least 3 x 240 bins.

*Officer response: Noted, please refer to section 6.4 below.*

**LBH Planning Policy Officer**

Submitted Energy Assessment is acceptable subject to conditions and planning obligations relating to carbon off-set provision, provisions safeguarding the potential for connection to any future heat network capable of serving the development, submission of final 'As Built' carbon emissions calculations and payment of any additional carbon offset contribution upon completion (in order to

ensure development achieves zero carbon) and compliance with requirements of the Mayor's 'Be Seen' energy monitoring guidance

The proposed development would provide a comprehensive re-development of the site, which is acceptable in principle and welcomed. Furthermore, the proposal would offer 39 units, all of which would be offered as affordable housing, and would be of an appropriate split between London Affordable Rent and Shared Ownership. Lastly, the proposed Shared Ownership, subject to an appropriate S.106 planning obligation, would be genuinely affordable to Harrow residents.

### **Transport for London**

*Cycle parking complies with policy T5 of LP. Proposed development is car-free with 3 disabled parking spaces, which is compliant with policy T6 of LP. The Residential Travel Plan meets TFL's guidance and is compliant with T4 of LP. An Outline Delivery and Servicing Plan has been submitted, the full document should be secured by condition. The Delivery and Servicing Plan and all construction logistics should be agreed with Harrow Council. Therefore, no objection subject to conditions.*

*Officer response: Noted, condition included.*

### **Natural England**

*No comment to be made.*

### **Network Rail**

*No response received.*

### **National Grid**

*No response received.*

### **NHS**

CCG would like to seek a capital contribution of £62,650.

*Officer response: Whilst the NHS seeks a capital contribution no justification has been provided as to why a development of this scale and nature would be required to make a capital contribution towards the NHS. It is therefore considered to be unreasonable and disproportionate. Furthermore, Harrow Council is committed to using CIL revenues and other funding sources to help deliver social, economic and environmental infrastructure to support and meet the demands arising from development. Therefore, if such a capital contribution were to be paid, this would derive from the Community Infrastructure Levy and not a planning obligation to be secured via a Section 106 Agreement.*

### **Designing Out Crime Officer**

No objection subject to a condition to ensure the development achieves SBD accreditation.

*Officer response: Noted, condition included.*

### **EDF Energy**

*No response received.*

**Environment Agency**

*No response received.*

**Thames Water**

*No response received.*

**Ministry of Defence (RAF Northolt)**

No objection subject to a condition relating to a Bird Hazard Management Plan.

*Officer response: Noted, condition included.*

**Campaign for a Better Harrow Council**

*No response 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 In this instance, the Development Plan comprises The London Plan 2021 [LP], The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP].

5.3 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

## **6.0 ASSESSMENT**

6.1 The main issues are;

- Principle of Development
- Housing Provision and Affordable Housing
- Character and Appearance of the Area/ Impact to Protected Views
- Impact to Residential Amenity
- Standard of Residential Accommodation
- Air Quality and Contamination
- Traffic, Parking, Access, Servicing and Sustainable Transport
- Development and Flood Risk
- Biodiversity
- Energy & Sustainability

- Accessibility
- Secured by Design
- Statement of Community Involvement
- Aviation
- Environmental Impact Assessment
- Section 106 Obligations

## 6.2 Principle of Development

### 6.2.1 The relevant policies are:

- National Planning Policy Framework (2021):
- The London Plan (2021): SD1, H1, H2
- Harrow Core Strategy (2012): CS2
- Area Action Plan (2013): AAP2, AAP5, AAP13
- Harrow Development Management Policies Local Plan (2013):DM1

6.2.2 The site is located within the Harrow & Wealdstone Area, an area identified as a priority area for regeneration. The AAP recognises the scope to accommodate a substantial portion of the Boroughs future housing need within this area, through the delivery of higher density residential and mixed-use development on key strategic opportunity sites. The site falls within the definition of a ‘small site’ and as per policy H2 of The London Plan (2021), boroughs should pro-actively support well-designed new homes on small sites to (amongst other things) significantly increase the contribution of small sites in meeting London’s housing needs.

6.2.3 The application site forms part of Site 9: Civic Centre, as set out within the Harrow and Wealdstone Area Action Plan (2013). The remainder of Site 9: Civic Centre is located on the northern side of Milton Road. The principle of development of the entire site to provide use classes as set out in the allocation (D1, A1 – A3, B1, and C1) is acceptable. However, it must be noted that this includes the entire site, which includes land to the north of Milton Road and to the south (Plot S). The current application seeks to bring forward only Plot S to the south of Milton Road. In the first instance, any planning application must demonstrate that bringing forward Plot S only, would not prejudice the delivery of the remaining site to the north of Milton Road and must be acceptable on its own merits without relying on the substantive remainder of the site allocation. The planning statement submitted in support of the application confirms that this is the case, and it is considered that should this site be developed, it would not prejudice the remainder of the site allocation being delivered. Site allocation S9 sets out that the south side of Milton Road would not have a non-residential element to it, as this would be provided for, on the larger land parcel to the north. However, as this site is coming forward on its own, it now proposes to retain an element of non-residential at the eastern end of the site, fronting onto Station Road. The proposed flexible use of this floorspace for E use class or F1/F2, complies with Core Policy CS2.I which seeks the provision of active commercial frontages along Station Road at ground floor level.

6.2.4 It is inevitable that the character of the area will significantly change. However, the increase in density in this location, is vital to support the wider regeneration of the Heart of Harrow Opportunity Area and its surrounding area through sustained economic growth and job creation.

6.2.5 The proposed development complies with the National Planning Policy Framework (2021), policies SD1, H1 and H2 of The London Plan (2021), core policy CS2 of the Core Strategy (2012), policies AA2 and AA5 of the Area Action Plan (2013) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

### 6.3 **Housing Provision and Affordable Housing**

6.3.1 The relevant policies are:

- National Planning Policy Framework (2021)
- The London Plan (2021): GG4, H1, H4, H5, H6, H10
- Harrow Core Strategy (2012): CS1I, CS1J, CS8I
- Area Action Plan (2013): AAP2, AAP13
- Harrow Development Management Policies (2013): DM24
- Mayor of London Affordable Housing and Viability Supplementary Planning Guidance (2017)
- Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

#### Affordable Housing, Mix and Tenure

6.3.2 Policy H5 of the London Plan (2021) sets out the thresholds for major residential applications where a contribution of affordable housing is required. Policy H5D states that *'Developments which provide 75 per cent or more affordable housing may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant'*. In measuring the percentage of affordable housing on a scheme, this is measured by habitable rooms. This ensures that a range of homes can be delivered, including family homes.

6.3.3 Policy H6 (Affordable Housing Tenure) of the London Plan (2021), sets out how affordable housing should be split when a residential application is required to provide it. Under Policy H6A:

- a) A minimum of 30 per cent low cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes
- b) A minimum of 30 per cent intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership.
- c) The remaining 40 per cent to be determined by the borough as low cost rented homes or intermediate products (defined in Part A1 and Part A2) based on identified need.

- 6.3.4 Paragraph 4.6.2 of the London Plan (2021) recognises that most need is for social rent & LAR. The Local evidence base for housing type is detailed most recently within the West London SMAA (2018). The London Borough of Harrow Core Strategy (2012) sets out that the housing proposals that breach the threshold to provide affordable housing, should provide the maximum reasonable, with a borough wide target of 40%. The proposed development triggers an affordable housing requirement as it constitutes a major residential development.
- 6.3.5 The application proposes 39 residential units, and is located on a public sector land, and therefore is required to make a contribution and also at a minimum threshold of 50% (by reason of being public land). It is noted that the development proposes to offer 100% of the residential units as an affordable product, which significantly exceeds the 50% required on public lands. Furthermore, within the 50% requirement, it is proposed to develop 89% London Affordable Rent, which is the overriding need within Harrow in terms of affordable housing need. This exceeds the 70% requirement for this tenure as set out by London Plan policy H6.
- 6.3.6 Notwithstanding the commentary above in terms of achieving the appropriate balance between the two affordable products, it is also critical that these typologies are genuinely affordable. The London Plan (2021) across each of its Affordable Housing Policies, state that the Mayor will seek *genuinely affordable housing* to be delivered. The proposed Shared Ownership units would fall within the maximum thresholds as set out in the Mayor of London's AMR figure of £90,000. The Shared Ownership units would also only be 1 and 2 bed units, and the applicant contends that they would be affordable to persons on an income of £44,000 and £56,600 per annum based on an initial 25% share. In securing the Shared Ownership tenure of the affordable housing offer, it is recommended that a planning obligation be attached to implement a cascade mechanism to offer these units to Harrow residents at Harrow income levels. Following this, it can be released to the West London Alliance boroughs, and then out to London wide (in line with The Mayor of London's income cap).
- 6.3.7 The supporting information indicates that 10% of the units would be built out to meet the relevant standards (M4(3) of Wheelchair Use Dwellings. This is considered appropriate.
- 6.3.8 Housing Supply and Density
- 6.3.9 Policy H1 of The London Plan (2021) requires boroughs to optimise the potential for housing delivery on all suitable and available brownfield sites with particular focus on sites with existing access levels (PTALs) 3-6 that are located within 800m distance of a station, and redevelopment of car parks and low-density retail parks and supermarkets as a source of capacity.
- 6.3.10 A design-led approach has been taken to the number of homes proposed as part of the development, having careful regard to the character of the surrounding area, whilst also seeking to optimise the site for affordable housing delivery. The proposals have been derived from an entirely design-led approach that directly responds to its setting and emerging context.

6.3.11 Furthermore, the density of the proposed development is considered appropriate due to the highly accessible location within an Opportunity Area, surrounding local context and the high provision of amenities in the area. The current quantum optimises the use of the site to deliver much needed affordable homes, contributing towards LBH housing targets. In view of this, it is considered that the density of development would achieve the aspirations of the NPPF and the London Plan in optimising the development potential on this brownfield site within the Harrow and Wealdstone Opportunity Area.

### Summary

6.3.12 The proposed development would provide a comprehensive re-development of the site, which is acceptable in principle and welcomed. Furthermore, the proposal would offer 39 residential units, all of which would be offered as affordable housing, and would be of an appropriate split between London Affordable Rent and Shared Ownership. Lastly, the proposed Shared Ownership, subject to an appropriate S.106 planning obligation, would be genuinely affordable to Harrow residents. The proposed development therefore complies with the above mentioned policies and guidance.

## **6.4 Character and Appearance of the Area/ Impact to Protected Views**

6.4.1 The relevant policies are:

- National Planning Policy Framework (2021)
- The London Plan (2021): D1, D2, D3, D4, D9, D12, HC1, HC4, G5, G7
- Harrow Core Strategy (2012): CS1
- Area Action Plan (2013): AAP1, AAP4, AAP6, AAP7, AAP11
- Harrow Development Management Policies Local Plan (2013): DM1, DM3, DM7, DM22, DM23, DM45
- Supplementary Planning Document: Residential Design Guide (2010)
- Technical Housing Standard (2015) Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008).
- Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

### Design, Scale, Materiality

6.4.2 The application site is in an urban area within the Harrow and Wealdstone Opportunity Area (AAP) boundary. The site is located between the Harrow Metropolitan Centre and Wealdstone District Centre. Station Road is a principal thoroughfare in the borough and the potential to animate this frontage and to create an active frontage is essential to address the high street nature of this immediate area. This part of Harrow has seen significant development and redevelopment over the past 150 years, always with a trend towards densification. This trend continues and is contributing to a varied character ranging from the historic early Victorian dwellings and inter-war parade buildings to the modern

apartment blocks, which line Sheepcote Road and make up much of the town centre.

- 6.4.3 The proposed development consists of a row of 3-storey town houses providing ten affordable, family homes. The town houses are located to the west of the application site and are of an appropriate scale to relate with the two-storey properties located on Blawith Road to the rear of the site. The subtle angling of townhouse front elevations is successful in providing visual interest to the street scene and delineating units. The entrances to the homes are paired, featuring an inset front door for rain protection and refuse stores.
- 6.4.4 The apartment building is predominantly 4-storeys, stepping up to 7-storeys on the north east corner. It is of an urban scale fitting for an Opportunity Area, whilst relating to the Central Mosque on the eastern side of Station Road. At ground floor level, the commercial unit features window openings on both Milton and Station roads, which will assist in animating this corner and creating an active frontage which wraps around the junction due to its chamfered building line. Access to the flats would be via an open deck located on the southern elevation, which would be suitably screened. Projecting balconies to the western section of the apartment block are considered successful as they align with the stepping of the footprint of the corner element.
- 6.4.5 The footprint of the town houses and apartment buildings enables the creation of a communal amenity space to the west of the site, along with the provision of three accessible parking spaces for future occupiers. Cycle storage and a private amenity space (the 'pocket garden') would be provided between the apartment building and townhouses which would provide separation between the two typologies, assists to reduce the overall mass of the scheme, and provides an attractive, landscaped area for future residents.
- 6.4.6 The Principal Urban Design Officer advised that the proposed material palette is well resolved, with the tone and material type of principal materials (dark brick, precast concrete, metalwork) being complimentary, robust and high quality. A condition is appropriate to ensure details of external materials are submitted to the LPA for approval. The Principal Urban Design Officer raised no objection to the proposed development.
- 6.4.7 Following comments raised by the DRP Review Panel and by Officers, the applicant amended the scheme to reduce the scale of the development. The amended scheme was subsequently presented to the DRP Chair Review, who summarised that there have been positive changes to the scheme's massing and confirmed that the design of the play area was considered to be successful.

#### Impact on Protected Views

- 6.4.8 The applicant submitted a Townscape and Visual Impact Assessment as part of the Design & Access Part of the site (western side) is within a protected view setting corner (yellow)– Roxborough Road Footbridge which provides a view of St Mary's spire. The part of the development which would be within this viewing corridor would not exceed 4 storeys in height and therefore would not exceed the

maximum height allowed above ordinance datum within the protected view setting corridor.

- 6.4.9 In addition, the site is within a protected view setting corridor (yellow) for the country park at wood farm. The height of the proposed building would not exceed the maximum height allowed above ordinance datum within the protected view setting corridor. Therefore, given the height of the proposed development, it would not result in a detrimental impact to the views.

#### Landscaping & Trees

- 6.4.10 The proposed development would result in the loss of 13 'category B/U' trees. Throughout the design process the applicant endeavoured to retain the trees, however if they were retained their long-term health and longevity would have been compromised from construction works and post-development pressures. The Councils Arboricultural Officer and Principal Landscape Architect raised no objection to their loss, subject to replacement tree planting at a ration of 2 to 1. Therefore, a financial contribution is sought for 26 replacement trees. The Chestnut in particular is a prominent tree and a focal point, being situated on the corner of Poets Way and Milton Road – so its retention is welcome (subject to inspection following ivy removal). A draft tree protection plan and method statement has been provided: this should be implemented exactly as per the recommendations therein, including the arrangements for arboricultural supervision in relation to activities within RPA (installation of geotextile / ground protection, turf removal / soil re-grading etc)
- 6.4.11 The proposed development includes a new communal amenity space towards the west of the site, called the 'Western Garden'. This space is currently occupied by dense scrub, mature trees, debris and litter. Undergrowth is to be cleared and underlying soil gently levelled and improved with biochar. Some lower branch removal is also proposed to provide clearance above ground -level and out of climbing range for children using the play area. This area would be transformed into an accessible and attractive landscaped area (257sqm) for the wider community to enjoy. New features would be introduced to provide an area for doorstep play space, including play equipment and steppingstones. In addition to the Western Garden, a 'Pocket Garden' would be provided between the apartment building and terraced buildings. This would provide a shared amenity space for future residents of the proposed development. This courtyard area would provide seating, lush planting, and access to the cycle store. In addition to the provision of the Western Garden and Pocket Garden, private gardens would be provided for the future occupiers of the town houses and to the ground floor flats located to the rear of the apartment building along with a biodiverse brown roof.
- 6.4.12 Policy G5 of The London Plan (2021) confirms the target score for the Urban Greening Factor (UGF) for a residential development is 0.4. The Public Realm & Landscape document clarifies that the Urban Greening Factor would be 0.63, which exceeds the requirements of policy G5. Furthermore, the Council's Landscape Architect is satisfied that the applicant has explored all opportunities to maximise the urban greening of the site. The Landscape Architect raised no objection to the proposed development, subject to conditions. On balance

therefore, it is considered that the proposed development is acceptable in this regard.

### *Refuse and Servicing*

- 6.4.13 A refuse store is proposed at ground floor level of the apartment building, with direct access to the adjacent pavement.
- 6.4.14 As noted above, the Council's Waste Management department was consulted, and objection was not raised to the refuse provision for the apartment building. It is noted that the town houses would be provided with a refuse store to accommodate two bins to the front of each townhouse. It is considered there is insufficient space to provide a further bin to the front of the townhouse as this would result in a cluttered appearance. The agent has confirmed that if a future occupier requires a third bin, such bin can be stored in their rear garden and brought to the front on collection day, which is not uncommon for terraced houses. The proposal is therefore acceptable in this regard.

### Summary

- 6.4.15 In conclusion, the proposed development, subject to the imposition of appropriate conditions, would achieve a high standard of design and layout, which would add positively to the built form, providing a high quality development which would substantially contribute to the character and appearance of the area. Sufficient refuse storage would be provided within the curtilage of the site and the proposed development would meet the high quality design and landscape aspirations of above mentioned planning policies.

## **6.5 Impact to Residential Amenity**

- 6.5.1 The relevant policies are:

- The London Plan (2021): D3, D14
- Harrow Development Management Policies Local Plan (2013):DM1
- Supplementary Planning Document: Residential Design Guide (2010)

### Outlook/Visual Amenities

- 6.5.2 There are two storey residential properties located to the rear of the site, along Blawith. They would have a back-to back-distance of a minimum of 24m from the rear elevation of the proposed town houses, increasing to 33m. The rear elevation of the apartment building would be approximately 33m from the rear elevation of the properties to the rear along Blawith Road. Whilst the proposed development would introduce a new form of built development to the rear of these properties, it is considered that given the proposed footprint, form and mass of the proposed development and the distance between the rear elevation of the proposed development and the properties to the rear of the site, the development would not result in a detrimental impact to the residential and visual amenities of residential properties along Blawith Road due to a loss of outlook.

## Overlooking & Privacy

- 6.5.3 As noted above, the proposed development would maintain a minimum distance of 24m, increasing to the west of the site to 33m, from the rear elevation of the properties located to the rear of the site along Blawith Road. Whilst it is noted that the proposed rear elevation of the town houses would contain openings, given the window-to-window distances with the properties to the rear, the proposal would not result in a detrimental impact to their privacy. Such a relationship is common within an urban setting. Furthermore, 6 out of 10 houses would have windows at first floor level which would not serve habitable rooms and no roof terraces are proposed, thereby reducing the impact of the proposed town houses further, ensuring that the proposed town houses would not result in a detrimental to their residential amenities due to overlooking and privacy.
- 6.5.4 The rear elevation of the proposed outbuilding contains openings. It is noted that first floor level and above, a bedroom window would be provided towards the SW corner, and all other openings serve either a hallway or an open plan living/room kitchen area (dual aspect). Furthermore, an external deck area is proposed to the rear elevation at all levels to provide access to the flats. It is noted that this deck would be screened in a manner to avoid actual/perceived overlooking to the rear of the site from the deck itself, and from the windows sited behind it within the rear elevation. Details of this screen would be secured by a condition to ensure it is appropriate in terms of functionality and materiality. Therefore, given the proposed design of the rear elevation and the distance between the rear elevation of the properties located to the rear of the site, the proposal would not result in a detrimental to their residential amenities due to overlooking and privacy.

## Daylight, Sunlight & Overshadowing

- 6.5.5 The applicant submitted a Daylight & Sunlight Report. It confirms that the analysis was undertaken in accordance with the advice and recommendation set out in the BRE Guidelines 'Site Layout for Daylight and Sunlight: A Guide to Good Practice' (2011). There are three detailed methods for calculating daylight recommended in the BRE Guidelines: Vertical Sky Component (VSC), No-Sky Line Contour (NSL) and Average Daylight Factor (ADF). The VSC and NSL are primarily used for the assessment of existing buildings, while the ADF test is generally recommended for proposed rather than existing dwellings. For sunlight, the Annual Probable Sunlight Hours (APSH) method is also provided.
- 6.5.6 It is recognised that the site is predominantly characterised by a car park and the neighbouring buildings enjoy very high levels of daylight and sunlight amenity which is somewhat uncharacteristic of an urban setting such as this and in such situations it is not uncommon for a development on open sites to cause relative alterations both the VSC (vertical sky component – measure of skylight reaching the mid-point of a window from an overcast sky) and NSL (no-sky line – a measure of the distribution of diffuse daylight within a room).
- 6.5.7 7 Station Road is located adjacent to the application site, in the adjoining parade. The ground floor is in commercial use and the two upper floors are in residential use. 1 out of the 3 windows would satisfy the BRE guidelines in relation to VSC.

The 2 remaining windows would have approximately 22-24% loss of VSC, due to the existing site circumstances, in particular the lack of obstructions. However, all 3 windows would satisfy the BRE guidelines in relation to NSL. All windows satisfy the BRE guidelines in relation to ASPH (sunlight).

- 6.5.8 The daylight and sunlight analysis confirms that the vast majority of windows (96% for VSC; 99% for APSP, 100% for APSP in winter) and rooms (99 for NSL) will satisfy the BRE guidelines in the proposed condition. There will be some isolated daylight transgressions which are below the recommendations set out in the BRE Guidelines, some of which may be noticeable (namely 7, 9 and 13 Station Road and 1 Blawith Road). However, these are heavily influenced by the absence of any buildings in the existing condition directly opposite, and in some cases the blinkering effect of adjacent existing projections. These are key contextual factors that the BRE recognises can make greater effects inevitable, especially if seeking to implement any meaningful increase in levels of development. That said, the vast majority of the effects recorded are either minor, will retain reasonable light levels and/or meet at least one of the two daylight tests, or otherwise likely relate to less important bedroom space.
- 6.5.9 In consideration of the light for future residents of the Proposed Development, this clearly performs very well against the recommended daylight guidance with pass rates as high as 99% for ADF and 90% NSL. In terms of sunlight, 91% of the of windows analysed relate to rooms with at least one window that meets or exceeds the winter targets; while 68% relate to rooms with at least one window that meets or exceeds the annual targets.
- 6.5.10 Where sunlight to neighbouring amenity spaces may be affected by new development, the BRE Guidelines recommend that an overshadowing assessment is conducted. Its key quantitative '2hrs sun contour' test recommends that at least half of an amenity space should receive at least two hours of sunlight on the ground on March 21st.
- 6.5.11 The Proposed Development is almost if not entirely north of the rear gardens of 1-35 Blawith Road and rear yards 7-21 Station Road to the south. Therefore, due to the orientation and distance relationship between the Proposed Development and the nearest neighbouring amenity space, it is clear that there will no material effect in relation to the 2hrs sun contour test.
- 6.5.12 The NPPF requires LPAs to take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, so long as the resulting scheme would provide acceptable living standards. Whilst it is noted that some windows and rooms would have a change to daylight and sunlight, this is due to existing site circumstances including the large expanse of the existing car park, existing party walls/outriggers. The Local Planning Authority is satisfied that overall the proposed development would not result in a detrimental impact to the residential amenities of neighbouring properties due to a loss of sunlight, daylight and overshadowing. The proposal is therefore acceptable in this regard.

## Noise and Disturbance

6.5.13 The application was accompanied by a Noise Impact Assessment. The Environmental Health Manager was consulted who raised no objection to the proposed development subject to conditions in relation to the submission of further details in relation to noise attenuation measures for the windows facing Station Road, details of any air handling and ventilation systems to be submitted and conditions to control noise levels of the ground floor commercial unit. It is also considered appropriate to include a condition to restrict the opening hours of the ground floor commercial unit. Therefore, subject to the above conditions, the proposed development would not result in a detrimental impact to the residential amenities of neighbouring properties due to noise and disturbance.

## Summary

6.5.14 The proposed development, due to its size, scale, form, massing, and relationship with neighbouring properties, would not result in an unacceptable impact to the visual or residential amenities of neighbouring properties. The proposed development therefore complies with the above mentioned policies and guidance.

## **6.6 Standard of Residential Accommodation**

6.6.1 The relevant policies are:

- The London Plan (2021): D6, D14
- Harrow Development Management Policies Local Plan (2013):DM1
- Supplementary Planning Document: Residential Design Guide (2010)

## Entrances and Shared Circulation

6.6.2 The Mayor's Housing SPG calls for entrances to be visible from the public realm and clearly defined. The SPG sets out a number of guidelines for shared circulation space, which includes the numbers of units that are accessed from each core (eight units); the provision of entry phone, or audio-visual verification to the access control system where applicable; natural light and adequate ventilation where possible; in schemes with more than eight storeys the provision of two lifts; and in the case of those buildings with wheelchair units the provision of more than one lift.

6.6.3 The residential entrances to the buildings would face Station Road. They would be visible from and would help to activate the new public realm within the proposed development.

6.6.4 The entrance lobbies to the proposed residential flats would be generously proportioned. The apartment building would be served by two lifts and there would be no more than 6 residential units per floor serving the core in accordance with the Housing SPG. Whilst the Cores would not have access to natural source of lighting, given the arrangement of the flats, the limited number of units accessed

per floor and the a high proportion of dual aspect units, the lack of naturally light to the communal core lobbies is considered to be acceptable and is not uncommon.

- 6.6.5 Therefore, the proposed development is considered to provide an acceptable standard of shared circulation. A condition in relation to the provision of audio-visual verification to the access control system is considered to be appropriate

#### Internal Space Standards

- 6.6.6 The proposals comply with the internal space standards provided in policy D6 of The London Plan (2021) with regards to gross internal area and the provision of storage space. The individual rooms within the flats are of good layout and size and suitable internal circulation space is provided in all units. Furthermore, floor to ceiling heights would be approximately 2.5m. All units would be dual aspect to provide adequate daylight, a greater opportunity for direct sunlight for longer periods, natural cross-ventilation and a greater capacity to address overheating. The proposed development has been designed to ensure all units would have suitable levels of internal daylight and privacy. The proposal therefore complies with policy D6.

#### Private & Communal Amenity Space

- 6.6.7 Policy D6 of The London Plan (2021) requires private outdoor space to be practical in terms of its shape and utility and to ensure the space offers good amenity. It requires a minimum of a minimum of 5m<sup>2</sup> per 1-2 person dwelling and an extra 1m<sup>2</sup> for each additional occupant and it must have a minimum depth and width of 1.5m.
- 6.6.8 The proposed town houses would be provided with a private, rear garden between 20-32sqm. The town houses would provide accommodation for either 5 or 7 persons, thereby requiring private amenity space of 8 and 10sqm respectively. The proposed ground floor, wheelchair flats in the apartment building would be provided with private rear gardens, ranging in size from 24 – 32sqm. The flats would provide accommodation for either 2 or 3 persons, thereby requiring private amenity space of 5 and 6sqm respectively. Therefore, the proposed rear gardens for both the town houses and ground floor flats are of sufficient size and exceed the guidance provided in policy D6. Furthermore, the gardens are south facing and are practical in terms of their shape and utility.
- 6.6.9 All other flats would be provided with a balcony providing approximately 7sqm of amenity space, in accordance with policy D6. It is noted that all balconies apart from 1 are north facing. The flat on the SE corner would have a south facing balcony however, its outlook would be predominantly over the roof of the neighbouring terrace and Station Road. Any views to properties located to the rear of the site on Blawith Road would be restricted and at an oblique angle as it would not project beyond the rear elevation of the building. Furthermore, it is acknowledged that if the balconies were on the southern elevation it would have resulted in overlooking to the properties located to the rear of the site. Therefore, given the site circumstances, north facing balconies are acceptable in this case.

- 6.6.10 In addition to the private amenity space, a communal amenity space would be provided between the apartment building and town houses, called the 'pocket garden'. This would provide 63sqm of amenity space for the future residents of the proposed development.
- 6.6.11 The proposal complies with policy D6 of The London Plan (2021) with regards to the provision of private amenity space, quantitatively and qualitatively.

#### Children's Play Space

- 6.6.12 Policy S4 of The London Plan (2021) requires a minimum of 10sqm of play space per child that is well designed, safe, integral, overlooked and tenure blind. Large-scale public realm developments must also create incidental play space where practicable. Notwithstanding this, LB Harrow carried out a PPG17 study and has used an evidenced 4sqm play space per child.
- 6.6.13 Based on the Mayor's population calculator, the total number of children anticipated to reside in the proposed development would be 30. Therefore, the proposed development would require 300sqm of play space.
- 6.6.14 As noted above, the proposed development includes a new communal amenity space towards the west of the site, called the 'Western Garden'. This space is currently occupied by dense scrub, mature trees, debris and litter. This area would be transformed into an accessible and attractive landscaped area (257sqm) for the wider community to enjoy. 233 sqm of play space would be introduced to provide an area for doorstep play space, including play equipment and steppingstones. Whilst it is noted that there would be a shortfall of 67sqm of play space, it is recognised that the application site falls under the definition of a small site and the application has endeavoured to provide a viable scheme which would deliver 100% affordable housing, a communal amenity space for the wider community to enjoy and on-site accessible parking bays. Therefore, on balance, the play space provision is considered to be acceptable subject to a financial contribution to secure off-site provision in accordance with the Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).

#### Summary

- 6.6.38 The proposed development would provide an acceptable standard of residential accommodation for future residents, in accordance with the above mentioned policies and guidance.

### **6.7 Air Quality and Contamination**

6.7.1 The relevant policies are:

- The London Plan (2021): S11
- Harrow Core Strategy (2012): CS1.T
- Harrow Development Management Policies Local Plan (2013):DM1, DM15

6.7.2 Harrow is within an 'Air Quality Management Area (AQMA) due to the exceedance of the annual and hourly mean Nitrogen Dioxide and the 24 hours mean small airborne particles.

6.7.3 The application was accompanied by an Air Quality Assessment to assess the air quality impacts associated with the proposed development. Modelling was carried out to assess the likely exposure of future residents and the suitability of the site for its proposed end use with regards to local air quality. The report identifies that the construction works have the potential to create dust and a package of mitigation measures to minimise dust emissions would be required. It concluded that there are no air quality constraints to the proposed development.

6.7.4 The application was accompanied by a Contamination Report. The Environmental Health Department raised no objection to the proposed development in this regard, subject to conditions. The proposal is therefore acceptable in accordance with the above mentioned conditions.

## 6.8 **Traffic, Parking, Access, Servicing and Sustainable Transport**

6.8.1 The relevant policies are:

- The London Plan (2021): T4, T5, T6
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013):DM1, DM42
- Supplementary Planning Document: Planning Obligations and Affordable Housing (2013)

6.8.2 The site has a public transport accessibility level (PTAL) of 4 to 5 (good to very good). The application is therefore considered in line with the higher PTAL rating in accordance with section 10.6.4 of the London Plan.

6.8.3 This location is in close proximity to bus stops served by five regular frequent services. Harrow and Wealdstone Station is within a five minute walk and is served by national rail and London Overground and Underground routes. The site is located between Harrow and Wealdstone town centres, both of which are in walking distance.

### Access and Car Parking

- 6.8.4 The proposed development would be car-free in accordance with policy T6 of The London Plan (2021). In accordance with policy T6.1 of The London Plan (2021), the development is required to ensure that for 3% of dwellings, at least one disabled parking space is provided for each dwelling from the outset. Therefore, the proposal is required to provide 2 disabled parking spaces within the curtilage of the site. The proposed site plan indicated the provision of 3 parking spaces, which therefore exceeds the standard provided in policy T6.1 of The London Plan (2021).
- 6.8.5 The applicant carried out a parking survey of the surrounding road network. The Highways Officer confirmed that the information provided demonstrates that there is sufficient on-street overnight capacity to accommodate potential overspill parking generated by this proposal. The study indicates that the location, proximity to good public transport, majority smaller units, affordable housing, existing restrictions all will contribute towards a fairly low car parking demand; even if the development followed the Census rate of 59% car ownership, there is still plenty of space within the surveyed area to accommodate the possible 23 cars. The applicant has explored the possibility of providing a car club, however a car club operator would not consider this site viable for provision. The Highways Officer is satisfied that the proposal is unlikely to result in a severe or harmful impact for the surrounding Highway network and therefore raised no objection to the proposed development.
- 6.8.6 A Residential Travel Plan (outline) was submitted for approval for 39 residential units comprising of 29 flats and 10 townhouses. The total number of units do not meet Transport for London's guidance for Travel Plan Statement, however in view of plans to redevelopment the adjoining site, the Travel Planner requested a Travel Plan Statement (TPS) to be submitted by the 6<sup>th</sup> month following occupation with further details on mitigating measures.
- 6.8.7 Therefore, it is considered that sufficient car parking is provided within the curtilage of the site. If this development was acceptable in all other respects it would be subject to conditions which would require such car parking spaces to be provided as per the approved plan prior to the first occupation of the development and retained as such thereafter. Furthermore, the Highways Officer and TFL raised no objection to the proposed development in terms of access and car parking.

### Outline Car Park Design and Management Plan

- 6.8.8 The applicant submitted an Outline Car Park Design and Management Plan. The Highways Officer confirmed that the submitted information is acceptable. As the end operator is known, it is expected that the detailed document will confirm intention for allocation and enforcement. The document should also include details of how the passive electric vehicle charge point can be made active should demand increase.
- 6.8.9 This document will also demonstrate how a further disabled parking space could be provided for an additional 7% of dwellings as soon as demand exceeds supply.

This would equate to an additional one disabled parking space. It is understood that due to a lack of space within the site, this will not be possible. It is considered that this site is accessible to disabled people and public transport options are nearby which are also accessible. Residents will still be able to apply for on-street disabled parking spaces as existing residents living on adopted highway roads are able to, furthermore, blue badge holders will also be able to park within the surrounding CPZs if they choose. The Highways Officer and TfL raise no objection to the Outline Car Park Design and Management Plan and therefore the proposal is considered acceptable in this regard.

### Trip Generation

- 6.8.10 The existing site is a car park that was previously used by Council employees. This facility accommodated 66 vehicles. Arrivals would have been spread across the morning with most activity between 8-9am with subsequent arrivals and departures throughout the day. It is anticipated that the proposed use would result in minimal vehicular trips assuming that most residents will not keep cars due to there being no car parking provision made beyond the three disabled bays.
- 6.8.11 The applicant has provided TRICS trip rate data which calculates the likely number of journeys the site would generate; Census 2011 mode share data has then been used to determine how people living in this location would be likely to travel. The mode share data has been adjusted to take into account the lack of parking provision and the subsequent expected reduced level of car journeys this site is likely to generate. Trips for car use have been redistributed across other modes such as rail, Underground, bus and walking. Whilst this is generally acceptable, through correspondence with people living in existing car free developments, some do still keep cars (but park them off-site) meaning that there would be an amount car journeys generated by the development in excess of those generated by the disabled parking.
- 6.8.12 The development is expected to produce mainly public transport trips with 43% of journeys being attributed to Underground use. There is good capacity on the Underground at Harrow and Wealdstone Station, particularly as this is the terminus for the Bakerloo line. There is an existing high demand for rail travel, particularly in the AM peak which is most likely to be due to the short journey times into central London however, the anticipated number of people expected to use this mode is low at 10 journeys in the AM peak and 6 in the PM peak.
- 6.8.13 This site has good access to buses with 5 regular, frequent daytime routes serving the nearest bus stops. With 25-30 buses available per hour, it would seem that there should be sufficient capacity for the 11 people expected in the AM peak and 7 in the PM peak.
- 6.8.14 The commercial unit is not expected to generate any significant demand – the location is part of a parade of existing shops and businesses mainly used by people local to the area or passing by (already on the network).
- 6.8.15 As this is not the only new development to the area which is expected to generate a new demand for public transport services, TfL would ideally need to confirm that there is capacity for the combined additional journeys forecast for the year of

occupation of this development. It should also be considered that this development does include family housing and the Census “Method of Travel to Work” data would not include school journeys but these will also generate a demand during the AM peak in particular.

### Cycle Parking

- 6.8.16 In accordance with policy T6.1 of The London Plan (2021), the proposed residential development is required to provide 68 long stay spaces and 2 short stay spaces. The proposed development indicates the provision of 69 long-stay spaces and 4 short stay spaces, which exceeds the requirements as per policy T6.1.
- 6.8.17 The proposed ground floor, flexible use would require 1 long stay and 2 short stay spaces. The applicant has confirmed that the long stay space would be provided internally, and the 2 short stay spaces could be provided on the public highway. The Highways Officer has confirmed that this would require a financial contribution of £2,000 for the supply and installation of two cycle stands. This would be secured via as S106 Agreement.
- 6.8.18 Sufficient cycle parking would be provided, in accordance with policy T6.1 of The London Plan (2021). A condition would be appropriate to ensure details of cycle racks are submitted to the LPA for approval. Furthermore, the Highways Officer and TFL raised no objection to the proposed development in terms of access and cycle parking.

### Deliveries and Servicing

- 6.8.19 It is proposed for delivery and servicing vehicles to use the existing loading bay provided to the north-west of the site, along Milton Road. This was provided to facilitate specific delivery and servicing activities from the Civic Centre which means that when the building closes in the future, the bay will no longer be required. It may be necessary as a result of this proposal and future plans for the Civic Centre site to review existing waiting and loading restrictions in Milton Road. Should the proposal be approved, Highways will work with the applicant to agree appropriate on-street arrangements as it is clear that this site cannot be serviced from within as it is too narrow. The submission of a Detailed Deliveries and Servicing Plan will be secured via condition, to be reviewed and approved by the LPA. Such a plan should reference TfL and WestTrans guidance on delivery and servicing plans including measures to reduce the impact on the highway.
- 6.8.20 It is therefore considered that the proposed development is acceptable in Highway terms and would accord with policies T5, T6, T6.1 of The London Plan (2021) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013), on the basis that if planning permission was granted it would be subject to the abovementioned conditions. Furthermore, the Highways Officer and TFL raised no objection to the proposed development.

## 6.9 **Development and Flood Risk**

6.9.1 The relevant policies are:

- The London Plan (2021): SI13
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Polices Local Plan (2013): DM1, DM9, DM10

6.9.2 The application site is within a critical drainage area. The Drainage Department was consulted who confirmed that the Drainage Strategy is acceptable, however further details are required including further details on foul drainage, surface water drainage and permeable paving.

6.9.3 These matters can be secured via condition. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.10 **Biodiversity**

6.10.1 The relevant policies are:

- The London Plan (2021): G5, G
- Harrow Core Strategy (2012):CS1
- Harrow Development Management Polices Local Plan (2013):DM1, DM20, DM21

6.10.2 The application was accompanied by a Preliminary Ecological Report.

6.10.3 The Biodiversity Officer was consulted on the proposal and advised that the application site is of relatively low biodiversity value and is adequately distant from any sites of importance for nature conservation that the proposals would have no effect on these.

6.10.4 The applicant has confirmed that the UGF for on-site planting would be 0.63, which significantly exceeds the London Plan policy requirement of 0.4. The proposed urban greening measures are an integral element to the layout and design of the development and will make a significant contribution to the character and appearance of the development and the wider area.

6.10.5 The Biodiversity Officer raised no objection to the proposed redevelopment subject to conditions relating to the submission of an Ecology Mitigation and Enhancement Plan and Management Play. As these matters could be secured via condition, Officers are satisfied that the proposals meet the development plan objectives in terms of biodiversity enhancement. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.11 Energy and Sustainability

### 6.11.1 The relevant policies are:

- The London Plan (2021): SI1, SI2, SI5
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Polices Local Plan (2013): DM1, DM12, DM14

6.11.2 The design of the proposed development is based on a 'clean, lean, green' approach through energy efficient new construction. All units in the proposed building use natural ventilation and are provided with energy efficient electricity and heating systems using PV panels and air source heat pumps. The application was accompanied by a Domestic Energy Assessment. It is noted that the document has been prepared using the Building Regulations 2013 Part L (including SAP 2012 assessment software). The Energy Assessment has been prepared in accordance with the GLA's Energy Assessment Guidance (2020, draft), including completing the GLA bespoke calculator. The assessment indicates that the proposal is intended to achieve a 7.6% reduction in carbon emissions through energy efficiency measures ('Be Lean') relative to Part L 2013. This is below the 10% target in Policy SI2, whilst using the GLA bespoke calculator shows a reduction greater than 10% (11.4%) the 10% requirement in the London Plan is relative to Part L 2013. However, given the scale of the development and overall carbon reductions achieved, the minor non-compliance with that element of the London Plan is acceptable in this instance.

6.11.3 The Energy Assessment correctly notes that there are no existing heat networks ('Be Clean') within the vicinity but makes provision to enable future connection to a future network (should one be progressed) and recognises that the larger Civic Centre site across the road is likely to contain one. Future proofing for potential future connection is considered sufficient. A communal heating system powered by air source heat pumps is proposed, along with solar PV panels. These measures ('Be Green') reduce carbon emissions by a further 27.5%, bringing the total carbon reductions to 35.1%, which just exceeds the 35% on-site reductions required under the London Plan. Using the GLA bespoke calculator, the 'Be Green' reductions are 55.9% and the total reductions are 67.3%.

6.11.4 The Energy Assessment includes the calculations for the carbon offset contribution required to achieve zero carbon development (consistent with the London Plan) in an appendix. At 33.0 tonnes to offset (based on current Building Regulations Part L 2013, as per London Plan) and at the rate of £2,850 / tonne (£95 / tonne x 30 years as per the London Plan), the offset contribution is circa £93,912, which should be paid prior to the commencement of development, to be secured via a Section 106 Agreement. The Planning Policy Manager confirmed that the Submitted Energy Assessment is acceptable subject to:

- Any approval being conditioned to secure Implementation of and ongoing compliance with the submitted Energy Assessment
- Shadow S106 / unilateral undertaking with the following heads of terms:

- Payment of carbon offset contribution prior to commencement of development
- Provisions safeguarding the potential for connection to any future heat network capable of serving the development
- Submission of final 'As Built' carbon emissions calculations and payment of any additional carbon offset contribution upon completion (in order to ensure development achieves zero carbon)
- Compliance with requirements of the Mayor's 'Be Seen' energy monitoring guidance

6.11.5 Subject to the above obligations and condition, the proposal therefore complies with the above mentioned policies.

## 6.12 **Accessibility**

6.12.1 The relevant policies are:

- The London Plan (2021): D5, D7
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013): DM1, DM2

6.12.2 The proposed development would provide 10% accessible M4(3) units, located in the apartment building and all M4(3) units would be dual aspect, which is welcomed. All other homes would be M4(2) compliant. All residential entrances would have level access and the apartment building lifts are all fully accessible. With regards to accessible housing, the proposal complies with policy D7 of The London Plan (2021).

6.12.3 With regards to the proposed flexible use unit at ground floor level, the agent has confirmed that all door widths are Part M2 compliant with a 1m clear opening for all external doors which are to be used by the general public and it would have level access with the adjacent pavement.

6.12.4 Officers are satisfied that the proposals meet the development plan objectives in terms of accessibility and inclusive design. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.13 **Secured by Design**

6.13.1 The relevant policies are:

- The London Plan (2021) : D5, D11, E10
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013): DM1, DM2

6.13.2 The Designing Out Crime officer has not raised any objections to the proposed development. A condition is appropriate if this development was considered to be acceptable in all other respects, to ensure that the development would achieve

Secured by Design (SBD) certification prior to occupation. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.14 **Statement of Community Involvement**

6.14.1 The NPPF, Localism Act and the Council's Statement of Community Involvement encourage developers, in the case of major applications such as this, to undertake public consultation exercise prior to submission of a formal application.

6.14.2 Prior to the submission of this application, the applicant conducted a public consultation exercise consisting of:

- Public Consultation Exhibition (with opportunity to comment direct to the design team and developer).
- Virtual Public Consultation Exhibition (via the Commonplace platform).
- Meetings and Presentations with Blawith and Station Road Residents.
- Meetings and Presentations with Station Road Commercial Premises.
- Meetings and Presentations with the Harrow Central Mosque.

6.14.3 The applicant has sought to encourage public consultation in respect the proposal in line with the guidance set out in the NPPF and the Localism Act.

6.14.4 Following the validation of the planning application, the Council sent letters of consultation to local residents in the surrounding area inviting them to make representations on the proposed development. In addition, site notices were displayed, and the application was advertised in the local newspaper.

## 6.15 **Aviation**

6.15.1 The relevant policies are

- National Planning Policy Framework (2021)
- Harrow Development Management Local Policies: DM1
- The London Plan (2021): T8

6.15.2 The Ministry of Defence (MOD) was consulted on the proposed development and confirmed that there are no aerodrome height safeguarding concerns, subject to a condition requesting a Bird Hazard Management Plan to be submitted. On that basis, the proposal therefore complies with the above mentioned policies.

## 6.16 **Environmental Impact Assessment**

6.16.1 The requirement of the Environmental Impact Assessment (EIA) Regulations 2017 is based on the likelihood of significant environmental effects arising from a new development and are divided into Schedule 1 and Schedule 2 applications under the EIA Regulations. Schedule 1 would normally constitute developments that would have significant effects on the environment such as major chemical projects or ground and air transport infrastructure. Schedule 2 consists of other forms of

developments that are dealt with under a threshold approach. The proposed development does not fall within the thresholds for EIA development under Schedule 2. Therefore, an Environmental Impact Assessment is not required.

## 6.17 **Section 106 Obligations**

6.17.1 The relevant policies are:

- The London Plan (2021):
- Harrow Core Strategy (2012): CS1.Z/AA, CS2.Q
- Harrow Development Management Policies Local Plan (2013): DM50

6.17.2 In addition to conditions, the planning obligations identified under Recommendation A would be secured via a Unilateral Undertaking.

### Legal costs, Administration and Monitoring

6.17.3 A financial contribution (to be agreed) to be paid by the developer to the Council to reimburse the Council's legal costs associated with the preparation of the planning obligation and a further (to be agreed) to be paid to reimburse the Council's administrative costs associated with monitoring compliance with the obligation terms.

## 7.0 **REASONS FOR APPROVAL**

7.1 The statutory position is that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The relevant policies have been set out within the report above.

7.2 The proposed development would make efficient use of brownfield land in a sustainable location within the Opportunity Area. The proposal would therefore accord with the spatial strategy for growth as set out in the development plan.

7.3 The delivery of 39 new affordable tenure homes, a new public amenity space/children's play space and a new flexible commercial use ground floor unit with an active frontage is considered to constitute a public benefit which contributes to the achievement of local policies, the strategic level need for new (affordable) homes for London and the Government's policy objective of significantly boosting the supply of homes. This is decisive given the acute and widely recognised need for more affordable tenure homes in London.

7.4 Subject to appropriate conditions and planning obligations, the proposal would enhance biodiversity, provide landscaping and public realm improvements, appropriately address surface water flood risk, improve drainage measures, and contribute towards sustainable patterns of travel and healthy streets.

7.5 The proposed development has been conceived through an extensive design-led approach and has undergone robust design scrutiny. The proposal would be of a high-quality design and appearance.

7.6 For all these reasons, the material considerations and benefits in favour of the proposal, would outweigh any harm. In accordance with the NPPF, including its presumption in favour of sustainable development, officers recommend that the planning application should be approved, and planning permission granted, subject to the section 106 Planning Obligations and conditions.

Interim Chief Planning Officer	BK 1/2/2022
Corporate Director	DP 1/2/2022

## **APPENDIX 1: Conditions and Informatives**

### **Conditions**

1. Time Limit

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. Plan List

Save where varied by other planning conditions comprising this planning permission or unless otherwise agreed in writing by the local planning authority, the development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Approved Plan:

00001 Rev: P01; 02101 Rev: P02; 02102 Rev: P02; 02103 Rev: P02; 02105 Rev: P02; 02106 Rev: P02; 02107 Rev: P02; 02108 Rev: P02; 02109 Rev: P02; 02120 Rev: P02; 02121 Rev: P02; 02122 Rev: P02; 02123 Rev: P02; 02124 Rev: P02; 02210 Rev: P02; 02211 Rev: P02; 02212 Rev: P03; 02213 Rev: P03; 02214 Rev: P02; 02215 Rev: P02; 02216 Rev: P02; 02220 Rev: P02; 02221 Rev: P02; 02222 Rev: P02; 02223 Rev: P02; 02240 Rev: P02; 02241 Rev: P02; 02242 Rev: P02; 02250 Rev: P02; 02900 Rev: P03.

Approved Documents:

Site Location Plan (Sheppard Robson), 19<sup>th</sup> October 2021, Revision 02; Planning Statement (CBRE), October 2021; Affordable Housing Statement (CBRE), October 2021; Design and Access Statement including Views Assessment (Sheppard Robson), 19<sup>th</sup> October 2021, Version 01; Landscape Design and Access Statement (BDP), October 2021, Revision 03; Transport Assessment inc. Travel Plan and Parking and Access Arrangements (Stantec), August 2021, Version 01; Waste Management Strategy (Stantec), September 2021, Revision 01; Noise Impact Assessment (RBA), 1<sup>ST</sup> October 2021, Revision 01; Air Quality Assessment (Ramboll), 24<sup>th</sup> September 2021, Revision 04; Statement of Community Involvement (Wates), October 2021; Energy Assessment (Aecom), 14<sup>TH</sup> October 2021, Revision 02; Sustainability Assessment (Aecom), 16<sup>th</sup> September 2021, Revision 03; Daylight and Sunlight Assessment (Avison Young), 4<sup>th</sup> October 2021; Drainage Strategy (Ramboll), 8<sup>th</sup> October 2021, Version 01; Biodiversity Survey and Report (Urban Edge), 26<sup>th</sup> August 2021, Revision 01; Arboricultural Survey and Report (Sharon Hosegood Associates), August 2021; Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment, 26<sup>th</sup> August 2021, Revision 01; Contaminated Land Survey and Report (Ramboll); Overheating Assessment – 24<sup>th</sup> November 2021, Revision 04; Accommodation Schedule – 17<sup>th</sup> November 2021, Revision 03; Surface Water and Foul Water Drainage

3. Levels

No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and road/highway(s), and any other changes proposed in the level of the site, have been submitted to, and agreed in writing by the local planning authority. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement in accordance with policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

4. Contamination

No development other than works of demolition shall take place until a ground investigation has been conducted and where appropriate a scheme of management for any identified contaminants of concern has been submitted to and agreed in writing by the local planning authority.

REASON: To ensure that the development does not activate or spread potential contamination at the site and that the land is appropriately remediated for the approved uses. To ensure that measures are agreed and in place to identify and manage potential sources of contamination during the demolition and construction phases of the development.

5. Foul Drainage

The development other than demolition works hereby permitted shall not commence until details of the works for the disposal of sewage to be provided on site have been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that there is adequate wastewater infrastructure in place to serve the development and to ensure the separation of surface and foul water systems, in accordance with policy SI13 of The London Plan (2021) and policy DM10 of the Development Management Policies Local Plan (2013).

6. Surface Water Drainage

The development other than demolition works hereby permitted shall not commence until details for the works for the attenuation, storage and disposal of surface water to be provided on site have been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that the development incorporates sustainable drainage

systems and achieves greenfield run-off rates, and to ensure the separation of surface and foul water systems, in accordance with policy SI13 of The London Plan (2021) and policy DM10 of the Harrow Development Management Policies Local Plan (2013).

7. Fire Statement

The development hereby approved shall not progress beyond damp proof course level until a Fire Statement produced by a third party suitably qualified assessor has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be carried out in accordance with the strategy so agreed and shall be retained as such thereafter unless otherwise agreed by the local planning authority or Fire Authority.

REASON: To ensure that the development proposals achieve the highest standard of fire safety in accordance with policy D12 of The London Plan (2021).

8. RAF Northolt

No development shall take place until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. In consultation with MOD, the Bird Hazard Management Plan shall include design measures to minimise any increase in the numbers of hazardous species (primarily large or flocking birds) as a result of the development proposed, in particular provisions to prevent gulls from breeding (using appropriate licensed means) on site should be provided. The development shall be carried out strictly in accordance with the details set out in the approved Bird Hazard Management Plan in perpetuity or until RAF Northolt is no longer operational.

REASON: To minimise the potential of the works approved to provide a habitat desirable to hazardous large and/or flocking birds which have the potential to pose a considerable hazard to aviation safety which is exacerbated by the proximity of RAF Northolt.

9. Permeable Paving

The development other than demolition works hereby permitted shall not commence until full details of the permeable paving and details relating to the long-term maintenance and management of the on-site drainage are submitted to and approved in writing by the Local Planning Authority. Details thereby approved shall be retained thereafter.

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk and would not impact the character and appearance of the development, in accordance with policies D3 and SI13 of The London Plan (2021) and policies DM1 and DM10 of the Harrow Development Management Local Policies Plan (2013).

10. External Noise

Notwithstanding the approved details, the development hereby permitted shall not progress beyond first floor level until details of glazing for the Station Road elevation are submitted to and approved in writing by the Local Planning Authority. This includes a detailed specification, strategy, and details of the required noise attenuation measures to ensure that the specifications in the RBA report would be achieved.

REASON: To safeguard the amenities of future occupiers of the development in accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

11. Air Handling & Ventilation Systems

Notwithstanding the approved details, the development hereby permitted shall not progress beyond damp proof course level until full details and specifications of any plant and equipment associated with the air handling and ventilation system, including details for the control of noise and vibration emanating from such systems has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the air handling and ventilation system shall be implemented and maintained in full compliance with the approved details and shall be thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard the amenities of neighbouring resident in accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

12. Materials

Notwithstanding the details shown on the approved drawings, the development shall not progress beyond damp proof course level until samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below have been submitted to the Local Planning Authority to be agreed in writing:

- a) Facing materials for the buildings, including roof and brickwork bond
- b) Windows
- c) Doors
- d) Balconies and terraces including privacy screens and balustrade
- e) Ground surfacing.
- f) Rainwater disposal systems (including downpipes) and soil stacks

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development is carried out to the highest standards of architecture and materials in accordance with policy D3 of the London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

13. Mains Water

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

REASON: To ensure that the development makes efficient use of mains water in accordance with policy SI5 of The London Plan (2021) and policy DM12 of the Harrow Development Management Policies Local Plan (2013).

14. Landscaping & Ecology Mitigation and Enhancement Plans – First Floor Level

Notwithstanding the approved details, the development hereby permitted shall not progress beyond damp proof course level, until a scheme for detailed hard and soft landscaping of the development, to include details of the planting, hard surfacing materials, external furniture and structures, tree planting and tree pits and so on has been submitted to, and approved in writing by the Local Planning Authority which shall include:

- a) Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes, plant container sizes (all at time of planting) and proposed numbers / densities and an implementation programme.
- b) The hard surfacing details shall include samples to show the texture and colour of the materials to be used and information about their sourcing/manufacturer.
- c) Brown roofs, biodiverse and extensive roofs to include the planting and brown roof detail, build-up layers of the material, including the substrate, growing medium, drainage and written specification of planting, schedules of plants, noting species, plant sizes, types of vegetation (all at time of planting) proposed numbers / densities. The layout should incorporate biosolar roof with PV panels and planting combined.
- d) Full scale metric cross sections and elevations for all communal open amenity spaces (at a scale of not less than 1:100).
- e) Details of all furniture, specification for supports and fixings for plants, landscape structures and any climbing plant frames, including proposed material and source / manufacturer, for all communal areas, raised beds, furniture and bespoke furniture.
- f) Details of all boundary treatments/structures including a plan indicating the positions, design, materials and type of boundary treatment/screening to be erected.
- g) A specification of all play equipment to be installed and information about sourcing / manufacturer including provision for children with disabilities; design details (at a scale not less than 1:100), layout and a specification of the surface treatment within the play area and arrangements for ensuring the safety and security of children using the play areas.
- h) An Ecology Mitigation and Enhancement Plan (EMEP), to clearly set

out, with adequate detail for the purpose of planning, implementation, monitoring, and initial assessment of the measures to be undertaken to integrate and maximise features of biodiversity value within the development's component parts that take account of their intended use and the impacts that these will have on such value, with particular regard, but not limited to:

- i) the buildings, including roofs and surface coverings
- ii) ground level spaces, and the incorporation of 3d structures
- iii) the mix and provision of artificial shelters at different levels on the basis of one shelter unit per dwelling (dual occupancy bird boxes counting as one shelter unit);
- iv) lighting provision
- v) the relationship between i-iv
- vi) how a Biodiversity Net Gain uplift of 20% or more will be achieved and subsequently maintained, providing a timescale for these against which to set future monitoring of progress or state.

The development shall be implemented in accordance with the scheme so agreed and shall be retained as such thereafter. The brown roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation: of habitats and valuable areas for biodiversity; a high quality, accessible, safe, and attractive public realm and to ensure a high standard of design, layout and amenity, in accordance with policies D3, G5 G6 and G7 of The London Plan (2021) and policies DM1, DM21 and DM22 of the Harrow Development Management Policies Local Plan (2013).

#### 15. External Lighting

Notwithstanding the approved details, the development hereby permitted shall not progress beyond damp proof course level, until details of the lighting of all public realm and other external areas (including buildings) within the site has been submitted to the Local Planning Authority. This includes all details of the lighting including sourcing/ manufacturer details, specification, elevations, light spillage and lighting levels. The development shall be implemented in accordance with the approved details and shall be retained as such thereafter.

REASON: To ensure that the development incorporates lighting that contributes to Secured by Design principles, achieves a high standard of quality in accordance with policies DM1 and DM2 of the Harrow Development Management Policies Local Plan (2013) and to ensure that the development does not unduly impact on the biodiversity potential of the site in accordance with policy DM20 of the Harrow Development Management Policies Local Plan (2013).

#### 16. Landscape Management and Maintenance Plan – Prior to Occupation

The development hereby approved shall not be first occupied until a Landscape Management and Maintenance Plan has been submitted to and approved in

writing by the Local Planning Authority, for all hard and soft landscapes areas, other than privately owned domestic balconies/terraces/gardens. The Landscape Management and Maintenance Plan shall include:

- a) Landscape Management: long term design objectives incorporating the overall functional aesthetic objectives of the landscape scheme; management responsibilities; programme of works and monitoring procedures; and
- b) Landscape Maintenance: including routine physical tasks required to satisfy appropriate standards of aftercare and enable the design and implementation objectives to be achieved, for the first year of maintenance, years 2-5 and 6 years onwards: maintenance responsibilities; a schedule of maintenance operations (calendar of tasks) set out graphically and in writing.

The Landscape Management and Maintenance Plan shall be carried out in accordance with the approved details.

REASON: To ensure the future success of the development and to enhance the appearance of the development, in accordance with policies D3, G5 and G7 of The London Plan (2021) and policies DM1 and DM22 of the Harrow Development Management Policies Local Plan (2013).

#### 17. Ecology Management Plan (EMP)

Prior to the first occupation of the residential development hereby permitted, an Ecology Management Plan (EMP) shall be submitted to and approved in writing by the LPA. The EMP shall set out, clearly and in adequate detail, the management and monitoring works to be taken either:

- a) at regular periods in each month and/or year of the plan
- b) or when trigger conditions, identified by such monitoring are met

This is to ensure that the agreed extent and condition of habitats and other features will be achieved and subsequently maintained, covering a period of 5 years from the end of the period covered by the approved EMP.

The plan should include details of the measures, to be taken and why and a summary 'at a glance' project plan indicating when works should be undertaken and any interdependencies or constraints, so that it can be readily understood by those responsible for carrying out the works or their oversight. The EMP may be provided as a standalone document or incorporated within a landscape and ecology management plan, ensuring that the two are closely integrated.

REASON: To ensure that the development contributes to the creation of habitats and valuable areas for biodiversity including the monitoring and maintenance of such habitats and other features in accordance with policies D3, G5 G6 and G7 of The London Plan (2021) and policies DM1, DM21 and DM22 of the Harrow Development Management Policies Local Plan (2013).

#### 18. TV Reception

Prior to the first occupation of the residential units hereby permitted, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented

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

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the high quality design of the buildings and spaces in accordance with policy D3 of the London Plan (2021), and DM49 of the Development Management Policies Local Plan (2013), and to ensure that the development achieves a high standard of amenity for future occupiers the buildings in accordance with policy DM1 of the Development Management Policies Local Plan (2013).

19. Secured by Design

Evidence of certification of Secured by Design Accreditation for the development shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

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 in accordance with policy D11 of the London Plan (2021) and policy DM1 of the Development Management Policies Local Plan (2013).

20. Parking Spaces

The residential units hereby permitted shall not be occupied until three accessible parking spaces of a standard size have been clearly marked out on site, in accordance with the approved ground floor plan (02105 Rev:P02). Such spaces shall not be used for any purposes other than for the parking of motor vehicles used by residents of the development for blue badge holders/disabled persons only, and for no other purpose, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure car parking provision is available for use by the occupants of the site and in accordance with policy T6 of The London Plan (2021) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

21. Cycle Storage – Prior to Occupation

The development hereby permitted shall not be occupied until details of shelters, racks, dimensions and location of a minimum of 69 long stay and 4 short stay residential cycle parking spaces and 2 long stay and 2 short stay commercial cycle parking spaces shall be submitted to and approved in writing by the local planning authority. Such cycle storage should be designed in accordance with the requirements of the London Cycle Design Standards. The development shall be completed in accordance with the approved details prior to the occupation of the residential units, and shall thereafter be retained.

REASON: To ensure that cycle storage is available for use by the occupants of the site in accordance with policy T5 of The London Plan (2021) and policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013).

22. Delivery and Servicing Plan

The residential premises hereby approved shall not be first occupied until a detailed Delivery and Servicing Plan has first been submitted to the Local Planning Authority in writing to be agreed. The delivery and service plan shall be carried out in accordance with the approved details for the lifetime of the development.

REASON: To ensure that the transport network impact of deliveries associated with non-residential uses within the development is managed in accordance with Policy T7 of the London Plan (2021) and policy DM 44 of the Harrow Development Management Policies Local Plan (2013).

23. Car Park Design and Management Plan

Prior to the first occupation of the residential development hereby permitted, a Car Parking Design and Management Plan shall be submitted to, and agreed in writing by, the Local Planning Authority. The plan shall set out the following:

- a) Details of spaces that are to be 'active' electric vehicle charging point spaces and are to be 'passive' electric vehicle charging point spaces. The plan should outline the provision of one active Electric Vehicle Charging Point for at least 20% of spaces from the outset with the remaining 80% passive and the mechanism for converting passive provision to active should demand increase.
- b) Mechanism for increasing the number of spaces that have an 'active' electric vehicle charging point if monitoring demonstrates additional demand.
- c) Details of the allocation and management of the disabled car parking spaces.
- d) Details of monitoring, management and enforcement procedures for parking within the site.
- e) Details of future provision of disabled person's parking spaces should demand increase.

REASON: To ensure that the car parking is managed in a satisfactory manner and that the development contributes to more sustainable travel in accordance with Local Plan DM42 and Policy T6 and Policy T6.5 of the London Plan (2021).

24. Delivery and Servicing Plan

Prior to the first occupation of the development hereby approved, a Full Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter. All deliveries and servicing associated with the development shall be carried out only in accordance with the approved details.

REASON: To ensure the provision of adequate facilities for servicing and deliveries, in accordance with Local Plan DM44 and Policy T7 of the London Plan (2021).

25. Travel Plan Statement

Within six months following the first occupation of the development hereby permitted, the application shall submit a Travel Plan Statement (TPS) for the approval of the Local Planning Authority. The TPS shall be completed using TFL guidance and shall include

- a) A survey of residents (TRICS compliant) within 6<sup>th</sup> months of occupation or at 75% full, whichever occurs first.
- b) Further detail on mitigating measures.
- c) Targets that link to the action plan.
- d) An action plan that focuses on mitigating measures and providing incentives to residents to encourage sustainable travel. Please use the result of the survey to inform the mitigating measures and action plan
- e) A schedule for the delivery of the TPS, including a schedule for reporting to the council.

REASON: To ensure that the proposed development promoted sustainable transportation in accordance with Local Plan DM42 and Policy T6 and Policy T6.5 of the London Plan (2021).

26. Mail Strategy

Prior to the first occupation of the residential units, details of the arrangements for the distribution of mail (including any mail boxes) and other deliveries to residents within the development shall be first submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development contributes to the achievement of a lifetime neighbourhood and a high standard of design and layout.

27. Refuse Stores

The residential refuse stores as shown on drawing numbers 02210 Rev:P02 and 02220 Rev:P02 and shall be provided prior to the first occupation of the flats/townhouses and shall be thereafter retained. The refuse stores shall have direct access from the public highway and shall have keypad code access installed on the external door (a keyless door), unless the prior written approval of the Local Planning Authority is first obtained. The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing plans.

REASON: To ensure satisfactory refuse stores are provided, which are accessible to refuse collectors, in accordance with policies DM1 and DM45 of the Harrow Development Management Policies Local Plan (2013).

28. Highway Works\*\*

No residential occupation of the development hereby permitted shall occur until the works to the highway have been carried out and completed in accordance with the approved details. These works to include:

- Existing site access closed and new access created for the parking spaces;

- The provision of access/ramp to the communal bin store
- Any kerbside realignments and making good of the highway  
Reason: To provide the necessary access for the approved parking spaces and bin store in accordance with policy T7 of The London Plan (2021) and policies DM1 and DM44 of the Development Management Policies Local Plan (2013).

29. Access Control System

The flats hereby approved shall not be occupied until: (i) an audio-visual access control system has been installed; or (ii) such alternative security measures have been installed that shall first have been submitted to, and agreed in writing by, the Local Planning Authority.

REASON: To ensure that the development achieves a high standard of residential quality for future occupiers of the development in accordance with policy D11 of the London Plan (2021) and policy DM1 of the Development Management Policies Local Plan (2013).

30. Wheelchair User Dwellings

A minimum of 10% of the units shall be built in accordance with Building Regulation standard M4 (3) 'Wheelchair User Dwellings'. All other residential units in this development, as detailed in the submitted and approved drawings, shall be built to Building Regulation Standard M4 (2) 'Accessible and adaptable dwellings'. The development shall be thereafter retained to those standards.

REASON: To ensure provision of 'Wheelchair and Accessible and adaptable' housing in accordance with policy D7 of The London Plan (2021) and policy DM 2 of the Harrow Development Management Policies Local Plan (2013)

31. No Balcony

The roof area of the town houses hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the local planning authority.

REASON: To safeguard the amenity of neighbouring resident in accordance with policy DM1 of the Harrow Development Management Polices Local Plan (2013).

32. PD Restrictions

The ground floor flexible commercial unit (Use Class E1 and/or F1 or F1) shall only be used for the purposes as set out in the application and for no other purposes.

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 in accordance with policy D3 of the London Plan (2021) and policy DM1 of the Harrow Development Management Polices Local Plan (2013).

33. PD Restrictions

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 in accordance with policy D3 of the London Plan (2021) and policy DM1 of the Harrow Development Management Polices Local Plan (2013).

34. PD Restrictions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification), no development which would otherwise fall within Classes A, B, D, E and F in Part 1 of Schedule 2 to that Order shall be carried out in regard to the dwellinghouses hereby permitted, without the prior written permission of the local planning authority.

REASON: To safeguard the character of the area by restricting the amount of site coverage and size of dwelling in relation to the size of the plot and availability of amenity space and to safeguard the amenity of neighbouring residents and the character of the area in accordance with policy D3 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies (2013).

35. PD Restrictions

Notwithstanding the provisions of Part 16 (Communications) to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking and replacing that Order with or without modification, no development that would otherwise be permitted by that part of the Order (or the equivalent provisions of any replacement Order) shall be carried out without planning permission having first been obtained by the Local Planning Authority.

REASON: To ensure that the architectural integrity of the building is not compromised, in accordance with policy D3 of the London Plan (2021) and policy DM 1 of the Harrow Development Management Polices Local Plan (2013).

36. Opening Hours

The opening hours of the flexible ground floor non-residential unit (Class E and/or F1 and/or F1) shall be as follows:

- 08:00 hours to 23:00 hours on Mondays to Saturdays (inclusive)
- 08:00 hours to 22:00 hours on Sundays and Bank Holidays

REASON: In order to safeguard the amenities of neighbouring residents in

accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

37. Noise Rating

The rating level of the noise emitted from the flexible ground floor non-residential unit (Class E and/or F1 and/or F1) shall be at least 10dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance with the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON: In order to safeguard the amenities of neighbouring residents in accordance with policy D15 of The London Plan (2021) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

38. Planting

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the Local Planning Authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in accordance with policies D3, G5 and G7 of The London Plan (2021) and policies DM1, DM22 and DM23 of the Harrow Development Management Policies Local Plan (2013).

39. Biodiversity & Trees

The development hereby approved shall be carried out and completed in accordance with the approved Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment (August 2021) and the Arboricultural Impact Assessment Report (August 2021).

REASON: To ensure the existing trees which are to be retained are suitably protected during construction works and to ensure any existing biodiversity features are protected and enhanced in accordance with the National Planning Policy Framework (2021), policies G5, G6 and G7 of The London Plan (2021) and policies DM1, DM20, DM21 and DM22 of the Harrow Development Management Policies Local Plan (2013).

40. Energy Strategy

The development shall be undertaken in accordance with the approved Domestic Energy Assessment (October 2021). 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 Domestic Energy Assessment (October 2021) which thereafter shall be submitted to the Local Planning Authority in writing to be agreed the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with the National Planning Policy Framework (2021), policies S2 of The London Plan (2021) and policies DM12, DM13 and DM14 of the Harrow Development Management Policies Local Plan (2013).

41. Legal Agreement Required\*

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement, no works (or no further works if development has commenced) shall be commenced on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with \*\* in the planning permission granted on *insert date* (Harrow Reference P/4477/21) and those obligations shall apply to all conditions above marked with \*\* which supersede those of permission P/4477/21.

REASON: In order to define the permission and to secure development in accordance with policy DM50 of the Harrow Development Management Policies Local Plan (2013).

## Informatives

1. Relevant Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2021)

The London Plan (2021):

D1, D2, D3, D4, D5, D6, D7, D8, D9, D11, D12, D14, H1, H2, H4, H5, H6, G5, G6, G7, SI1, SI2, SI3, SI5, SI8, SI12, SI13, T2, T3, T4, T5, T6, T7

Harrow Core Strategy (2012):

CS1

Harrow and Wealdstone Area Action Plan (2013)

AAP2, AAP4, AAP5, AAP6, AAP7, AAP9, AAP11, AAP12, AAP13, AAP18, AAP19

Harrow Development Management Policies Local Plan (2013):

DM1, DM2, DM3, DM9, DM10, DM12, DM14, DM15, DM20, DM21, DM22, DM23, DM24, DM27, DM28, DM38, DM41, DM42, DM43, DM44, DM45, DM49, DM50

Supplementary Planning Documents:

Supplementary Planning Document: Residential Design Guide (2010)

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

Technical Housing Standard (2015) Code of Practice for Storage and

Collection of Refuse and Materials for Recycling in Domestic Properties (2008).

Mayors Housing Supplementary Planning Guidance (2016)

Mayors Affordable Housing and Viability Supplementary Planning Guidance (2017)

## 2. 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

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 £141,293.48

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](https://ecab.planningportal.co.uk) website where you can download the appropriate document templates.

Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0 .

[https://ecab.planningportal.co.uk/uploads/1app/forms/form\\_1\\_assumption\\_of\\_liability.pdf](https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf)

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

If you have a Commencement Date please also complete CIL Form 6:

[https://ecab.planningportal.co.uk/uploads/1app/forms/form\\_6\\_commencement\\_notice.pdf](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

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

Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges and penalties

## 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 £596,080.56

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](https://ecab.planningportal.co.uk) 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, subdivision 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)

10. 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.

11. 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)

12. Network Management

The developer is urged to make early contact with Network Management in order to agree any temporary traffic management

measures required; these should then be included in the detailed CLP for submission.

13. Landscape Management and Maintenance

A Landscape Management Plan would be expected to set out, graphically and / or in writing, the overall functional and aesthetic objectives of the landscape scheme and the steps (eg legal arrangements including ownership and management responsibilities, planned maintenance tasks, any phased works, management programme of works, monitoring procedures etc.) that will be taken after implementation to ensure that the scheme becomes successfully established and reaches maturity.

Landscape Maintenance refers to the routine physical tasks (e.g. strimming, pruning, weeding, plant replacement, watering, litter clearance, maintenance of furniture, any decorative landscape lighting etc.) required to satisfy appropriate standards of aftercare and to enable the design and implementation objectives in respect of planting to be satisfactorily achieved. It is essential to identify who is responsible for these tasks.

A Schedule of Maintenance Operations is normally a component of a Landscape Management Plan and commonly included within a Landscape Design Specification document.

## **APPENDIX 2: SITE PLAN**



**Existing Site Plan**



**Proposed Site Plan**

**APPENDIX 3: SITE PHOTOS**



**Station Rd**



**Junction of Station Rd & Milton Rd**



**Side/Rear Elevation of Civic 9**



**Looking Towards the Rear of the Application Site**



**Rear of Application Site**

## **APPENDIX 4: PLANS AND ELEVATIONS**



Station Road Elevation (Section A-A)

### **Existing Elevation – Station Road ↑**



Elevation A - Station Road

### **Proposed Elevation – Station Road ↑**



Milton Road Elevation (Section B-B)

### **Existing Elevation – Milton Road ↑**



### **Proposed Elevation – Milton Road ↑**



**Proposed Rear Elevation** ↑

# Proposed Floor Plans



## Town House – Proposed Ground Floor Plan ↑



## Town House – Proposed First & Second Floor Plans ↑

Tow



**Apartment Building – Proposed First & Second Floor Plans ↑**

**Visualisations**





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