

 = application site

2-4 Hindes Road, Harrow, HA1 1SJ	P/3833/22
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Location Plan



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

24th May 2023

APPLICATION NUMBER: P/3833/22
VALIDATION DATE: 16/11/2022
LOCATION: 2-4 HINDES ROAD, HARROW
WARD: MARLBOROUGH
POSTCODE: HA1 1SJ
APPLICANT: MR RAJ RAITHATHA
AGENT: MJP PLANNING
CASE OFFICER: FERGUS FREENEY
EXTENDED EXPIRY DATE: 29/06/2023

PROPOSAL

Demolition and redevelopment to provide a three, four and five storey building comprising a commercial unit at ground floor (Class E); eighteen flats; Four x three storey terraced houses; Landscaping; Play area and courtyard; Plant room in basement; Refuse and cycle storage. (Details: Eighteen flats comprising 13 x 1 Bed and 5 x 2 Bed flats; 4 x 3 Bed terraced houses).

The Planning Committee is asked to:

RECOMMENDATION A

- 1) Agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to authority being delegated to the Chief Planning Officer in consultation with the Director of Legal and Governance Services for the following:
 - a. Full resolution of all outstanding drainage matters relating to this site; and,
 - b. Completion of the Section 106 legal agreement and other enabling legislation and issue of the planning permission and subject to minor amendments to the conditions (set out in Appendix 1 of this report) or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:
 - i. Affordable Housing – early and late-stage review of the development as per the Mayor’s SPG.
 - ii. Parking Permit Restrictions – The development to be “resident permit restricted” in accordance with section 16 of the GLC (Gen Powers) Act 1974 and the developer to ensure that 1) all marketing/advertising material makes reference to this fact and 2) all agreements contain a covenant to the effect that future occupiers and tenants (other than those who are registered disabled) will not be entitled to apply for a residents parking permit or a visitor permit.

- iii. A contribution in accordance with the adopted fees and charges is required to amend the Traffic Management Order.
- iv. Employment and Training –
 - 1. The developer to submit to the Council for approval, prior to commencement of the development, a Training and Recruitment Plan. The developer to implement the agreed Plan. The training and Employment plan will include:
 - a) employment initiatives opportunities relating to the construction of the Development and details of sector delivery;
 - b) the provision of appropriate training with the objectives of ensuring effective transition into work and sustainable job outcomes;
 - c) the timings and arrangements for implementation of such initiatives; and,
 - d) suitable mechanisms for the monitoring of the effectiveness of such initiatives
 - 2. A financial contribution towards the management and delivery of the construction training programme based on the construction value of the development. This is usually calculated using the formula: £2500 per £1m build cost.
 - 3. The developer to use all reasonable endeavours to secure the use of local suppliers and apprentices during the construction of the development.
- v. A provision of carbon reduction on-site and payment of any offset if zero carbon reduction is not achieved on-site, as determined by the final carbon reduction achieved on site as per Condition 24 of this permission. Based on the submitted Energy and Sustainability Statement – this is currently estimated at a financial contribution of £15,390.00 towards carbon offsetting measures.
- vi. Legal Agreement Monitoring fee (£2000)
- vii. Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.

RECOMMENDATION B

That if the outstanding drainage matters are not addressed to the satisfaction of the Local Planning Authority and the Section 106 Agreement is not completed by 24th September 2023, or as such extended period as may be agreed by the Chief Planning Officer, then it is recommended to delegate the decision to REFUSE planning permission to the Chief Planning Officer on the grounds that:

- 1. In the absence of an adequate flood risk assessment and associated details fails to appropriately address the potential flood risk of the development, contrary to the National Planning Policy Framework (2021), policies SI12 and SI13 of The London Plan (2021), Core Strategy (2012) policy CS1, and policies DM9 and DM10 of the Harrow Development Management Polices Local Plan; and/or,

2. 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 physical infrastructural improvements arising directly from the development, contrary to the National Planning Policy Framework (2021), policies T3 and DF1 of The London Plan (2021), Core Strategy (2012) policy CS1, Harrow & Wealdstone Area Action Plan Policies AAP2, AAP4, AAP10, AAP13, AAP19 and AAP20, and policies DM1, DM43 and DM 50 of the Harrow Development Management Policies Local Plan and the Supplementary Planning Document: Planning Obligations & Affordable Housing (2013).

REASON FOR THE RECOMMENDATIONS

The proposed development would result in a modern, contemporary building within an area benefiting from excellent transport links, that responds positively to the local context, and would provide appropriate living conditions for future occupiers. The site would provide a new commercial unit and therefore an active retail function within the Town Centre, as well as providing for residential accommodation which would increase the vibrancy of town centre and housing choice within the borough.

INFORMATION

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

Statutory Return Type:	Major Development
Council Interest:	None
Net additional Floorspace:	975sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional) (£60p/sqm):	£62,931.82
Local CIL requirement (£110p/sqm):	£169,972.10

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.

1.0 SITE DESCRIPTION

- 1.1 The site is located on the southern side of Hindes Road and comprises a two-storey, with attic accommodation, terraced group of buildings which has over time been converted to a hotel use (in No.2) and 5x flats (In No.4). The hotel is vacant and the CIL form submitted with the application indicates that the flats also have not been in use within the past 3 years. The site has been substantially extended to the rear over time with a large pitched roof rear annex, extended rear wing and various other infill extensions and additions.
- 1.2 The rear of the hotel can be accessed via a covered driveway on the eastern boundary to a hardstand carpark. Similarly, the rear of the flatted building also has rear access at the western boundary.
- 1.3 Opposite the site is the large Tesco superstore and car-park. To the immediate west of the site is a two-storey with attic accommodation building in use as a hotel (The Hindes Hotel). To the immediate east of the site is the multi-level, mixed-use building known as Blue Point Court (fronting Hindes Road) and the two-storey Yogeshwar House which is accessed from Fairholme Road to the rear of the site, and appears to be a church/community building.
- 1.4 To the rear of the site the development backs onto 2-4 Fairholme Road which is currently an undeveloped site, but which has planning permission for the construction of a mixed use residential and commercial building (P/0152/18). It is understood that this permission may have commenced, and therefore could be fully implemented.
- 1.5 The site also backs onto the rear boundaries of No.18 and part of No.20 Fairholme Road. These are two-storey terraced dwelling houses.
- 1.6 The site is not within a conservation area and is not a listed building, nor is it within the vicinity of any listed buildings.
- 1.7 The site is within the Harrow Town Centre and Harrow and Wealdstone Opportunity Area. However, it is not a primary, secondary or designated shopping frontage, neighbourhood parade or similar.
- 1.8 The site is within a critical drainage area but is not subject to any other flood constraints.
- 1.9 The site has a Public Transport Accessibility Level (PTAL) of 3 (average) but is immediately adjacent to Station Road which is a PTAL 6A rating (Excellent) and the site is within walking distance of Harrow & Wealdstone Station, Harrow on the Hill Station and numerous bus routes.

2.0 PROPOSAL

- 2.1 The proposal seeks demolition of the existing building and all structures on site, and redevelopment to provide residential development comprising:
- A part three, four and five-storey (with small basement plant room) apartment block at the front of the site containing 18x flats (13x 1bed, 5x2bed).
 - A mews type terrace at the rear of the site comprising 4x3bed family sized dwellings.
 - A commercial unit at ground floor level of approximately 50sqm.
 - Landscaping, children's play space and disabled car-parking.
 - Internal cycle store and waste storage area to serve the apartment block. Individual cycle and waste stores to serve each mews dwelling.

Revisions

- 2.2 The following amendments have been submitted during the course of the assessment period:
- The commercial unit to replace an unacceptable ground floor residential studio unit.
 - Reduction in the number of residential units from 23 to 22.
 - Design alterations to provide inset balconies and additional windows/window alterations.
 - Internal alterations to revise the layout of some units to improve amenity.
 - Installation of a gate within the undercroft area at the request of the Met Police Secure by Design Officer.
 - Changes to the landscaping and children's play area.

3.0 RELEVANT PLANNING HISTORY

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

Ref no.	Description	Status and date of decision
Number 2 Hindes Road		
LBH/18343	ERE.OF 2 ST SIDE EXTENSION WITH DORMER WINDOWS AT 2ND FLOOR INCORP SINGLE STOREY REAR ADDITION & CHANGE OF USE FROM D/H TO HOTEL & ERE OF 2 ST EXT TO REAR TO PROVIDE LIVING UNITS FOR STAFF.	Refused 26/02/1981
LBH/19395/W	CHANGE OF USE TO HOTEL, AND TWO STOREY EXTNS TO SIDE AND REAR.	Granted 21/05/1981
LBH/31358	TWO STOREY AND SINGLE STOREY SIDE EXTENSION, FIRST FLOOR REAR EXTENSION.	Granted 21/05/1981

LBH/31358:	TWO STOREY AND SINGLE STOREY SIDE EXTENSION, FIRST FLOOR REAR EXTENSION.	<i>Granted</i> 26/02/1987
LBH/42479:	PART 2/PART 3 STOREY LINK EXTENSION TO EXISTING HOTEL, SINGLE AND 2 STOREY SIDE TO REAR EXTENSIONS TO PROVIDE A TOTAL OF 47 LETTABLE ROOMS WITH PARKING.	<i>Withdrawn</i> 13/06/1991
WEST/46115/93/ FUL:	SINGLE STOREY FRONT EXTENSION.	<i>Refused</i> 12/05/1993
WEST/481/93/FU L:	SINGLE STOREY FRONT EXTENSION.	<i>Granted</i> 15/11/1993
P/3133/05/DCE:	CERTIFICATE OF LAWFUL EXISTING DEVELOPMENT: USE AS HOTEL WITH 24 BEDROOMS.	<i>Refused</i> 14/02/2006
EAST/909/02/OU T:	OUTLINE: LINKED TWO STOREY/FIRST FLOOR EXTENSION WITH CAR PARKING ON GROUND FLOOR TO PROVIDE ADDITIONAL BEDROOMS.	<i>Refused</i> 11/11/2002 (<i>Appeal dismissed</i> 20/08/2003)
P/420/06/DCO:	CONTINUED USE AS 24 BEDROOM HOTEL.	<i>Granted</i> 21/04/2006
P/2129/06UN:	CHANGE OF USE OF PART (13M ²) OF HOTEL PREMISES AS A MIN-CAB OFFICE.	<i>Granted</i> 04/01/2007
Number 4 Hindes Road		
LBH/40706:	TWO STOREY REAR EXTENSION TO PROVIDE TWO FLATS WITH PARKING.	<i>Granted</i> 11/05/1990
EAST/612/02/FU L:	ROOF EXTENSION AT REAR AND TWO STOREY REAR EXTENSION AND CONVERSION TO PROVIDE 6 FLATS.	<i>Refused</i> 30/05/2003
P/2830/07:	CONVERSION OF DWELLING HOUSE INTO 7 FLATS: TWO	<i>Refused</i> 22/11/2007

	STOREY SIDE/REAR EXTENSION: EXTERNAL STAIRCASE AT REAR.	
P/1105/08DFU:	CONVERSION OF PROPERTY INTO SIX SELF-CONTAINED FLATS; TWO-STOREY REAR EXTENSION; EXTERNAL ALTERATIONS.	<i>Refused</i> 15/05/2008
P/2708/08:	CONVERSION OF PROPERTY INTO FIVE SELF-CONTAINED FLATS; TWO-STOREY REAR EXTENSION; EXTERNAL ALTERATIONS.	<i>Granted</i> 24/02/2009
P/2715/09:	REAR DORMER.	<i>Granted</i> 17/02/2010
P/1865/10:	SIDE DORMER ON EXISTING TWO-STOREY REAR EXTENSION.	<i>Refused</i> 13/09/2010
P/1493/10:	VARIATION OF CONDITIONS 3 (BOUNDARY TREATMENT) AND 5 (LANDSCAPING) ATTACHED TO PLANNING PERMISSION P/2708/08 DATED 24/02/2009 TO ALLOW THE CONDITIONS TO BE DISCHARGED AFTER COMMENCEMENT OF WORKS.	<i>Granted</i> 13/08/2010
P/3148/10:	DETAILS PURSUANT TO CONDITIONS 3 (BOUNDARY TREATMENT) AND 5 (LANDSCAPING) ATTACHED TO PLANNING PERMISSION P/2708/08 DATED 24/02/2009 AS VARIED BY PERMISSION P/1493/10 FOR 'CONVERSION OF PROPERTY INTO FIVE SELF-CONTAINED FLATS; TWO-STOREY REAR EXTENSION; EXTERNAL ALTERATIONS'.	<i>Approved</i> 08/12/2010

4 **CONSULTATION**

- 4.1 A total of 171 consultation letters were sent to neighbouring properties regarding this application. A second consultation period was carried out after the receipt of amended plans. The overall public consultation period expired on 18th April 2023. A total of 2 responses to the consultation was directly received by the LPA. One being a neighbour on Fairholme Road to the rear of the site and other comments from the adjoining Hotel to the west. An additional objection was submitted via a Cllr on behalf of a resident.

4.2 A summary of the responses received along with the Officer comments are set out below:

- Overdevelopment of the area with no development of infrastructure and impact on traffic/parking

Officer comment: The development is considered to be suitable for a town centre location where the London Plan and Harrow Policy generally directs larger scale developments to be located. The development will also be required to make appropriate Community Infrastructure Levy contributions which will go towards providing social, economic and environmental infrastructure to support and meet the demands arising from development.

- Construction damage to properties on Fairholme Road – what liability insurance will be in place

Officer comment: A construction logistics plan is to be provided by way of condition which will mitigate the construction impacts. An informative is also added to remind the developer of the requirements of the considerate contractor code of practice which limits hours of working to between 8am-6pm weekdays (excluding bank holidays) and 8am-1pm on Saturdays. However, construction damage and insurance requirements are not a planning consideration. This would be a civil matter between interested parties.

- Height is not appropriate as area is mostly low rise

Officer comment: The development is the same height as the adjoining block to the east at Blue Point Court and is set approximately 20m from the nearest corner of existing properties on Fairholme Road. As noted above, the development is within a town centre which is a designated opportunity area in the London Plan and therefore considered appropriate in terms of height.

- Litter is an issue in the area

Officer comment: The Council's waste officer has raised no objection to the proposed waste stores which are within the building. Litter within the area is not a planning consideration and should be raised with the relevant street cleaning team.

- Overlooking into adjoining hotel

Officer comment: Windows to the adjoining hotel have been minimised and are generally high level or obscure glazed. Larger side facing windows at upper level are set well back from the boundary such that any views to the neighbouring site are severely restricted by the lower levels of the building itself. Notwithstanding, the adjoining development is a hotel which is not considered to have the same sensitivities as a standard residential dwelling.

- Could impact upon redevelopment potential of the adjoining hotel.

Officer comment: As noted the development has been designed with minimal openings to the shared boundary. It is not considered to hinder the development potential or place unnecessary burdens on the adjoining site.

Objection Submitted via Councillor:

- Air quality issues caused by more cars
- Increase in crime

Officer comment: The development has been reviewed by the Council's Environmental Health Team and the Air Quality Assessment has been reviewed. No objection has been raised subject to standard conditions.

A potential future increase in crime cannot be attributed to any single development. The development has been reviewed by the Met Police Secure by Design officer and the scheme has been revised to take his comments into account. A condition of consent will also require that it achieves Secure by Design Accreditation.

4.3 Statutory and Non Statutory Consultation

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

INTERNAL CONSULTEES

LBH Highways: (Comments provided by WestTrans on behalf of the Harrow Highways Authority)

Comments 18/01/2023 (Prior to revisions)

The cycle parking for the flats is well located and should provide spaces for 23 cycles. It is unclear how 23 cycles will fit in the space provided, can more detail be provided please?

The cycle parking for the two end houses is acceptable.

The cycle parking for the two middle houses has access issues. It is unclear how cycles can be moved from the storage area to the front of the property. May I suggest the cycle parking for the two middle houses is relocated to the front of these properties with appropriate secure and covered solutions?

The disabled parking is satisfactory, can it be confirmed that these spaces will have ev charging?

Can it be shown that a fire engine can access the rear of the property?

The development will also need to be parking permit restricted

Comments 09/02/2023 (Following submission of further details)

I do not have an issue with LFB reversing out of the development given their extensive training and that they will always have a trained banks person in their crew, unlike other vehicles. I do not know if there is sufficient operation space for the fire appliance once on site, hopefully BC can answer that.

Comments 14/02/2023 (with regards to waste refuse truck stopping on the road in front of site)

No objection; I think that traffic can pass around a waiting vehicle here.

Comments 14/04/2023 (Following submission of revisions)

The cycle parking is very good at this development.

All looks good though I still have reservations about delivery vehicles being able to turn within the site.

PLANNING OFFICER COMMENT:

EV charging was confirmed by the agent.

A CLP is required by way of condition of consent.

Building control have reviewed the submitted Fire Statement and advised that in order to address the matter of the fire tender access a dry riser and sprinkler system for the mews houses could be provided. This has been referred to in an updated Fire Statement.

LBH Highways (Travel Plan)

This development is under the threshold for requiring a travel plan.

LBH Highways (Vehicle Crossing Officer)

No objection

LBH Policy

With regard to principle:

Whilst the quality of information is limited, the Council are of the opinion that given the recent delivery of the Travelodge and planning permission on St Johns Road for a new hotel, and the minimal amount of poor quality rooms lost, its loss would not be keenly felt. Should the remainder of the scheme be considered acceptable in all other aspects, DM would need to determine if the planning benefits would outweigh the limited harm of the loss of the tourism infrastructure.

No objection to commercial space due to Town Centre Location

With regard Financial Viability Assessment:

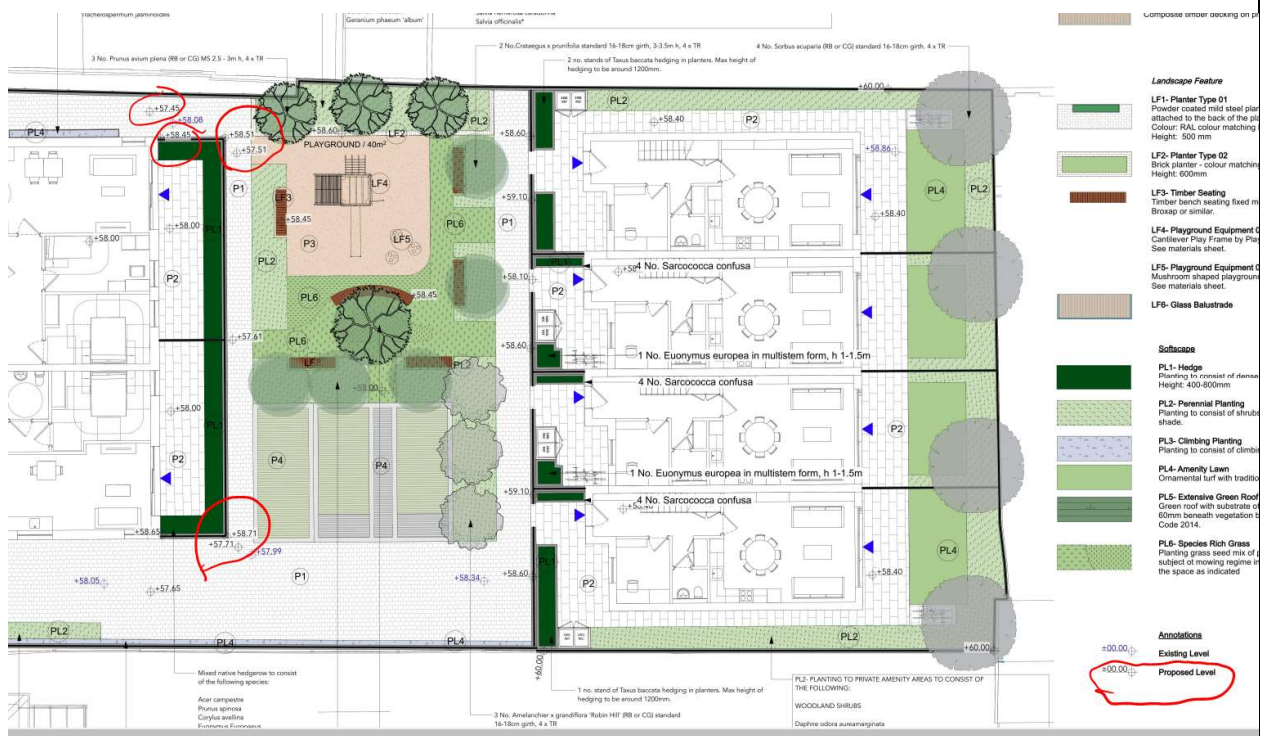
- Recommendations noted. No specific comments.

LBH Landscape Architect

My comments on the revised landscape proposals are:

- The landscape proposals would be subject to landscape details conditions to enable further refinement to the design proposals. This would ensure the proposals are realistic. The revised landscape design in the central courtyard increases the soft green landscape, however some areas would be subject to too much pressure from the residents.
- Soft green access to the play area, car parking spaces and seating would need to be realistic. The courtyard space will be intensively used and the access points create pressure on the short grass and longer, species rich grass (PL6 on the drawing). It is unrealistic to manage and maintain small grass areas and longer grass and unlikely that the grass would withstand the wear and tear, or to look good or survive. The aim appears to be to satisfy a requirement for a biodiverse landscape, however, this has to be practical and realistic. Hard surfacing should replace the access routes and car parking spaces.
- The play area will be intensively used and the bark mulch will be kicked out, lost from the space and require regular maintenance, the bark will need to be topped up. A play safety surfacing, such as Tiger Mulch or other safety surfacing would be more appropriate. The surface would be bound together and provide a permeable surface, requiring much less essential ongoing maintenance. The colour could be muted to provide an appropriate and aesthetically pleasing.
- Removal of planters is welcomed. To deter and discourage people from walking directly across and trampling the ground level beds, an upstand edge (rather than flush) should help.
- The Car parking spaces - P4 paving type – linear grasscrete with grass in between the gaps would be subject to wear and tear from permanent car parking. The grass would deteriorate and with the intensity of use become a muddy area in between the concrete strips. Reinforced grass areas are suitable for occasional use or emergency access only. The use of grasscrete would be unacceptable. The car parking areas should be a high quality hard surfaced area.
- The planters proposed on the frontage outside the commercial building are small in surface area and it is questionable how meaningful or sensible it would be to retain these. The planters could become a dumping area for rubbish rather than the plants. This could be reviewed at a detailed design stage.

- PL3 - Plant beds for climbing plants – to the east side of the building – incorrect annotation (PL4).
- There is an extensive and diverse list of plants specified in a small space. The list would require review to determine if so many different species would work to ultimately create an attractive area. It is difficult to understand the overall aim for the planting – which plants are to dominate and provide an attractive, well designed landscape.
- Details of the gated access to undercroft and all boundary treatments would be required.
- PL5 Extensive Green Roof – on the landscape drawing. A detailed management and maintenance plan would be required to explain how the biodiverse roofs would be maintained and be successful spaces.
- UGF – Urban Greening Factor – with changes to the landscape details, would require recalculation of the UGF.
- Proposed levels do not appear to make sense (the proposed levels are in black). See drawing extract, proposed levels circled in red, where levels close to each other appear to be significantly different.



- Is there a proposal for any external lighting, and if so information would be required.
- The landscape proposals would require a detailed review. If you are minded to approve the application then:

- hard and soft landscape conditions would be required, together with conditions for the hard materials, boundary treatment, levels and management and maintenance of the landscape.
- Landscaping Scheme – Implementation and implementation programme, including a period of 5 year period for replacements of soft landscape

LBH Biodiversity Officer

The development site lies within what is an area of significant deficiency in access to nature. This reflects the scarcity of and distance to Sites of Importance for Nature Conservation, even of local importance – Bonnersfield Lane, c. 650 m away, is the closest - within the area between the Harrow and Wealdstone and Harrow-on-the-Hill train stations. Whilst this means that the development proposals will have no direct impacts on areas of recognised wildlife value, development should seek to mitigate the existing lack.

The developer has identified the potential for occupancy of the existing buildings by bats. Consultancy surveys have confirmed this but indicated that there presently isn't such use.

Apart from a few shrubs, areas of modified grassland (to the rear of No 4) the majority of the site appears to be covered by existing buildings and other impermeable or hard surface, parts of which have been invaded by ruderal species.

There are no specific constraints on development with regard to biodiversity/green infrastructure and the main question will be in relation to the landscaping and specific biodiversity measures.

Given the above, the intention expressed in the Landscape Design Report to 'significantly enhance the ecological biodiversity of the site is to be welcomed.

The developer has failed to provide a copy of their Biodiversity Metric – and this needs to be remedied. Additionally, the BNG report appears to have overlooked the presence of the shrubs referred to above. The result is that the baseline habitat will have been undervalued. If the plants were removed prior to survey the LPA would normally base the existing baseline valuation on a best estimate from available evidence. Further, it is not clear from the report that there was any formal examination of the area during a site visit or at what time of this year this might have occurred. The August and September site visits appear to refer to the night time bat roost visits. This will need to be clarified. Parts of what have been stated are inconsistent with site photos.

It is accepted however that starting from the very low existing value (even taking account of the shrubs) that that the development would provide a high percentage increase in terms of biodiversity units and the addition of linear habitat in the form of a hedge. This would (a) exceed the minimum 20% gain in unit value for development in Harrow and (b) satisfy the requirement that development provide at least 0.2 biodiversity units per hectare (> 0.03 units for a development site of this size).

Overall, although its potential value will be limited by the hard surfacing of adjoining land and the suggested percentage gain is incorrect, the proposed hedge will provide

welcome benefit. Whilst it's not clear that there was a close examination of the on-site vegetation, the presence and removal of any 'unwelcome' species will need to be addressed via ongoing monitoring and management to ensure that it achieve and maintain its expected condition.

With regard to the green roof proposals, the total of eight species indicated will not represent 'diverse planting' and we would generally expect a minimum of 20 species. Whilst the consultant's appraisal is not accepted it is noted that e.g. the Landscape Design Report indicates that up to 36 species of native wildflower will be 'supported'. At the same time, what is suggested here does not satisfy biodiverse roof requirements in relation to the BNG user guide nor LPA expectations. Similarly, the plan drawing showing the roofs only indicates 'Sedum Roof' areas. Appropriate measures and the required certainty may be secured via condition, however. This is a matter of providing appropriate habitat rather than of meeting percentage gain requirements. The only issue here in relation to whether the scheme should be approved or not is in relation to the roof loading and this will need to be clarified prior to determination.

One question with regard to the upper roof areas, is why the applicant is not pursuing a bio-solar option. Properly designed, this would provide both biodiversity and energy benefits, which would contribute to the scheme's sustainability, whilst retrofitting solar panels might be precluded by the nature of an existing biodiverse roof.

It appears that residents will have access to the lower green roof areas. If so, these are unlikely to achieve and maintain their expected value.

Part of the surface water drainage strategy for the site depends on the green roof provision. The contribution which this is able to make will depend partly on the roof build up – with particular regard to the substrate, water reservoirs, drainage and the supported vegetation and it will be important to ensure that the provision will be adequate and resilient. The Surface Water Drainage Strategy includes generalised CIRIA guidance with regard to green roof management but a bespoke monitoring, maintenance and management plan for this development would be required. It will also be important that the rainwater goods are specified so as to be able to cope with projected changes in precipitation patterns, particularly winter storms.

With regard to the Urban Greening Factor, the scheme slightly exceeds the minimum requirement for London

The strips of hard and soft surface within the courtyard area are likely to result in considerable wear on the softer areas and I would question whether this would be the best approach. The Landscape Officer will may well have informed views on this.

The biodiversity proposals appear to have originated with the landscape architect rather than the developer's ecological consultant, although the plantings include a reasonable mix of native species within what's shown at ground level. This is evidenced partly by the absence of any specific proposals to provide shelter or breeding accommodation for wildlife. Whilst this can often be addressed via condition it may impact on design. Similarly, the BNG evaluation appears to have been conducted largely as an afterthought rather than biodiversity considerations having helped steer

the design. Whilst that will not be a critical factor here, it is something of which the applicant needs to be aware.

Overall, despite the points noted above there are no reasons to object to the proposals on biodiversity grounds, subject to

(a) the engineering tolerances of the design being such that they would support a waterlogged biodiverse roof with a substrate depth ranging between 80 and 200 mm with a least 50% of each roof area having a minimum substrate depth of 150mm, together with the weight of the vegetation and water reservoir - this will need to be clarified prior to determination, - and

(b) the following

Conditions

Prior to commencement

1. No works on site are to occur until full details of biodiverse/bio-solar roof provision within the development have been submitted to and approved in writing by the Local Planning Authority. The submitted information shall include but not be limited to:
 - a) identification of the roof areas to be used for the provision of biodiverse/bio-solar roofs;
 - b) details of the roof build up, including water reservoirs, substrate, planting schedules/seed mix(es) - to include at least 20 native flower species making up a minimum of 60% of the plant cover, shelter and breeding locations for a range of invertebrate species, plans, details and sections as appropriate; and
 - c) details of the maintenance to be undertaken during establishment including irrigation and remedial interventions in response to likely risks.

The details will need be specific to the submitted proposals and development shall be carried out in accordance with the details so agreed

2. No works on site are to occur until an integrated Ecological Landscape Enhancement Plan or complementary standalone Landscape and Ecology Enhancement Plans have been submitted to and approved in writing by the Local Planning Authority. The submitted information shall include but not be limited to:
 - a) details of trees, shrubs and other plantings and/or seed mixes to be used and their introduction, protection and other aftercare during their establishment
 - b) details of the provision of artificial shelters for birds, bats and invertebrates in suitable locations on the basis of one single or multiple occupancy shelter per residential unit (additional to the provision associated with the biodiverse/bio-solar roofs), taking account of aspect, window positions and external lighting provision, to be incorporated within the fabric of the building, or as otherwise agreed to be appropriate.

The development shall be carried out in accordance with the details so agreed.

3. No works on site are to occur until a detailed External Lighting Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted information shall include but not be limited to:

- a) details of the type, placement, operation and characteristics of the lighting units, baffles, and filters to be employed, taking account of 2b.

The development shall be carried out and maintained in accordance with the details so agreed.

Prior to first occupancy

4. The building may not be put to use until an integrated Landscape & Ecology Management Plan or complementary standalone Landscape and Ecology Management Plans have been submitted to and approved in writing by the Local Planning Authority. The submitted plan/plans shall include but not be limited to:

- a) details of the maintenance and management of the semi-natural habitats and landscape features at ground and other levels – giving particular attention to the green wall, green roofs, hedges, trees and soft-planting areas, as well as the provided wildlife shelters.
- b) provision of a clear programme of monitoring, maintenance and management work to guide those responsible for undertaking or overseeing these operations, with particular regard to safeguarding their function and ensuring that habitat areas achieve and maintain their expected condition

The first plan/plans will be required to be updated at five-year intervals, each successor plan being provided to the Local Planning Authority for Approval, no more than 3 months prior to the end of the then current plan. Each plan(s) should provide an 'at a glance' summary of the works to be performed and adequate detail to guide their undertaking. The development shall be retained and maintained in accordance with the approved plans.

Reasons

To ensure that the development makes appropriate provision for the protection, enhancement, and effective management of biodiversity and green infrastructure within the site and surrounding area in accordance with Policy DM 21 of the Harrow Development Management Policies Local Plan (2013), the London Plan (2021) and the National Planning Policy Framework (2021).

PLANNING OFFICER COMMENTS: *Based on the above comments it is considered that conditions to similar or the same effect as those suggested by the Biodiversity Officer can be imposed*

LBH Urban Design

Comments dated 6/01/2023 (Prior to revisions)

Context

1. The existing properties on site (Nos. 2 and 4 Hinder Road) are of a former hotel use and in a relatively poor state of disrepair. Buildings of a similar architectural style are located directly west of site along Hinder Road. Demolition and replacement with a high-quality high-density development is appropriate given the condition and use of the buildings and the site's location within an Opportunity Area and the potential redevelopment of the Tesco site on the north side of Hinder Road.
2. The neighbouring Blue Point Court development to the east of site is of poor architectural quality and any proposed development of Nos. 2-4 Hinder Road should seek to distance itself from any architectural reference to this building.
3. The property to the west of site, Nos. 6-8 Hinder Road (Hinder Hotel) comprise a hotel use with a large amount of parking hardstanding to rear. Suite windows the east flank elevation will be impacted by the development in terms of outlook.
4. The consented development at 4 Fairholme Road features habitable room windows which face directly north. Proposed mews dwellings address this through massing setbacks and limited upper floor roof terraces.

Site Strategy

5. The approach to development of locating an apartment building to the front of the site facing Hinder Road, to continue the building line of Blue Point Court and provide street presence is supported. The use of the rear of the site to provide a lower density of development in the form of four mews dwellings is equally supported. Overlooking and overbearing issues to neighbouring sites (notably to Blue Point Court, Hinder Hotel, No.18 Fairholme Road and the consented 4 Fairholme Road) have been well-considered and mitigated against through the design of the built form, massing location and layout, aspect and outlook.
6. The central courtyard shared amenity space is a positive use for the centre of the site but is overly dominated by hard landscaping features and does not appear to provide high quality usable recreation space, see Public Realm and Landscaping comments.
7. The provision of an internal cycle and refuse stores to the proposed apartment block is welcomed.
8. The arrangement for light delivery vehicles which enter and exit site in forward gear through use of the central turning head and lack of undercroft gate line is supported. The Applicant states that refuse collection is intended to be on-street, however confirmation with the Highways Authority regarding this arrangement is required. This is typically not supported for new development, which must be serviced entirely from within the site.

Massing, Scale & Built Form

9. The proposed part three-, four- and five- storey apartment block fronting Hinder Road is considered acceptable and has been evaluated with regard for the findings of the Daylight and Sunlight Assessment. There is precedent for a five storey element of height to this part of Hinder Road, with Blue Point Court being five storeys in height. Additionally, the stepped approach to the apartment block's massing, which locates four and five storey elements away from the adjacent two-storey Edwardian building to the west of site is appropriate and responds sensitively to immediate contextual conditions.
10. The stepped built form is generally well-rationalised, with projections being reduced over previous iterations. There remain concerns with projecting balconies

to the north elevation however, which add to the conspicuousness of the built form from the street scene. These should be inset.

11. The proposed 4 no. rear mews terraced houses are of an appropriate scale at three storeys with progressively inset upper storeys. These units are located centrally to the rear of the site with acceptable distances to neighbouring properties and to site boundaries, reducing overbearing impacts. Flank walls are largely inactive, reducing overlooking to east and west and it is welcome to see inaccessible flat roofs to upper storeys to further reduce actual and perceived overlooking to neighbouring properties.

Layout, Aspect & Orientation

12. The provision of projecting balconies to the Hindes Road front (north) elevation is not supported. This is a heavily trafficked road, with noise and particulate pollution and projecting private amenity space to this frontage is not acceptable and would result in a lack of privacy and a poor quality external space. All balconies to this front elevation must be fully inset to provide usable and suitably private space, as has been previously requested. While it is noted that projecting balconies would provide better light levels for these spaces, the relationship to Hindes Road is felt to be of more significant concern.
13. The east elevation of the apartment block features angled oriel windows which limit direct overlooking to the west elevation of Bluepoint Court. Ground, first and second floor windows predominantly face north and south, with limited direct overlooking concerns and appropriate distances between habitable room windows of the apartment block and mews houses. Third and fourth floors do feature large window openings to the west elevation, however these are progressively set back, mitigating impacts to the west of site and not prejudicing any future development to the adjoining site.
14. The apartment block features two single aspect north-facing units at first and second floors. These are not supported and can readily incorporate a secondary aspect to the west elevation. Otherwise, all other units in the apartment block are dual aspect.
15. The ground floor unit (Apartment 1) facing Hindes Road has sufficient defensible space but its secondary aspect directly faces the communal eastern side access, which would compromise the privacy of residents of this unit and would not be acceptable. This should be removed or revised to a high level window.
16. The four mews dwellings to the rear of site feature adequate defensible space to frontages. However, hard landscaping to rear gardens should be reduced in favour of additional lawn and soft landscaping. Rear south-facing window openings are progressively stepped back as storeys increase, successfully reducing overlooking impacts.
17. A lack of first floor terrace space to mews houses is supported and the second-floor terrace to bedrooms is acceptable due to these being inset and benefiting from adjoining wall returns providing screening of these space.
18. Cycle stores for the central two units should be relocated to the front garden, as provision to the rear garden is inconvenient given there is no rear access to these gardens.
19. The internal spatial configuration of apartment block and mews house units is supported.

Public Realm & Landscaping

20. The proposed central shared amenity space is not supported. There is a significant amount of hardstanding to the central shared amenity space. This must be revised in favour of a more natural soft-landscaped space, with all trees removed from brick planters. Formalised planting boxes should be removed generally.
21. The play and shared amenity space generally feels disjointed and underdeveloped and must be revised with a clear concept strategy for how such space is intended to be used.
22. For play space, Paving Type 03 (P4) should be revised to be a bark mulch or similar loose natural material.
23. Resin bound surfaces should be avoided throughout the hard landscaping strategy and P4 should be revised.
24. The Applicant must clarify if the development meets London Plan play space standards.

External Appearance, Composition & Materiality

25. The proposed external appearance of both apartment block and mews houses is supported with buff and grey brick expressed frame elements creating a hierarchy of materials and visual interest, with entrances well delineated. Brick types are tonally complimentary.
26. For mews homes, north-facing slot windows at first floor level should be extended in height to align with the larger window at first floor level.

Sustainability & Environmental Considerations

27. The Applicant's energy statement mentions the use of roof-mounted air source heat pumps for heat and hot water generation as well as PV panels. These have not been marked on the roof plan and must be, including any updates to elevations so that the LPA can review if such paraphernalia will be visible and/or impact the street scene or outlook from neighbouring properties.
28. The provision of sedum tops to flat roof elements is supported.

Comments dated 04/04/2023 (Following Submission of Revisions)

Site Strategy

1. Support for gated access to undercroft and cycle store arrangement.

Massing, Scale & Built Form

2. Support for recessed balconies to units 04, 05, 06, 09, 10 and 11.

Layout, Aspect & Orientation

3. Support for revised ground floor layout to include the removal of AP 01 1B1P unit and replacement with a Use Class E commercial unit
4. Support for revised ground floor layout to change unit mix of units AP 02 and AP 03, to relocate bedrooms to have external outlook and to include high level windows adjacent to site pedestrian and vehicular access routes.
5. Support for the inclusion of high level west-facing windows to units AP 05, AP 07, AP 10 and AP 12.
6. Support for revising AP 08 to a 2B3P unit to provide better outlook to bedrooms.

Public Realm & Landscaping

7. Support for revised landscaping design to central courtyard, which increases greenery.

LBH Drainage

Comments Dated: 14/04/2023

Drainage Requirements:

In line with our Development Management Policy 10, to make use of sustainable drainage measures to control the rate and volume of surface water runoff, to ensure separation of surface and foul water systems, make provision for storage and demonstrate arrangements for the management and maintenance of the measures used, **the applicant should submit a surface water drainage strategy.**

- The applicant should submit drainage details **in line with our standard requirements attached.**
- The applicant should consult Thames Water developer services **by email:** developer.services@thameswater.co.uk or **by phone: 0800 009 3921** or on Thames Water website www.developerservices.co.uk regarding capacity of their public sewers for receiving additional discharge from the proposed development. **The Thames Water confirmation letter should be submitted.**

Also, the road is in a flood zone, hence emergency planning information and basement waterproofing details are required.

- **Emergency Planning:**
The applicant should refer to LB Harrow SFRA, Emergency Flood Plan, NPPF and EA flood warning procedures for evacuation. Details of safe dry access/egress arrangements and a plan indicating a safe route for the occupants and users away from the source of flooding should be submitted.
- **Basement Protection:**
Please request the applicant to submit basement protection details which includes waterproofing and water tanking details.

Hence, we object to the proposed development on failure of submission of a drainage strategy and emergency planning information which includes safe access to the proposed development.

Should any further clarification be required, please advise the applicant to contact infrastructure@harrow.gov.uk

Comments Dated: 26/04/2023

- Surface Water discharge level should be restricted to **max 2 l/s** (not 4 l/s).
- **Storage calculations** (not modelling of the system) are required, as below.
"The development is subject to a limitation on a discharge to no more than 5 l/s/ha from all impermeable areas, consequently there will be a storage implication and the system should be checked for no flooding for a storm of critical duration and period"

of 1 in 100 years. These storage calculations should include all details of inputs and outputs together with impermeable and permeable areas drained. Please note that the M5-60(mm) is 21 and the Ratio "r" should read 0.43 for this region. Similarly the Volumetric Run-off Coefficient should be substantiated by calculations (Reference to Chapter 13 of The Wallingford Procedure) or a figure of 0.95 should be used for winter and summer. Please note that a value for UCWI of 150 is appropriate when calculating Percentage Runoff (PR) for storage purposes. Please include 40% allowance for climate change."

- Whole volume of storage calculated should be provided **below the lowest point in the system (57.500m** in this case). Please provide the revised drawings.

PLANNING OFFICER COMMENTS: *The approval is recommended on the requirement for these matters to be adequately addressed within an appropriate timeframe.*

LBH Environmental Health

Having reviewed the Air Quality and Noise implications of the above application I have the following observations:

Re: Air Quality Assessments:

The conclusions in the PES air quality assessment are accepted in relation to the Impact of Construction Activities (table 5) the applicant must implement and monitor the mitigation measures outlines in table 13 as recommended.

Re: Noise Assessments:

Looking at the location of the redevelopment site, it will always experience the impact of some significant noises, from the Hindes Road, Station Road (A409) as well as Tesco superstore including car parking that fronts onto Hindes Road. However, if the redevelopment built to a high standards and it at least meets the specification outlined by the noise consultants those impacts will be minimised.

If the planning consent maybe granted, I agreed with the recommendation of the noise consultant: 6.5. (Page 43) Recommendation to the Decision Maker:

"Since the internal & external noise criteria & the ProPG guidance framework can be achieved & a reasonable level of acoustic design has been demonstrated, it is recommended to the decision makers that planning consent maybe granted, subject to the inclusion of suitable noise conditions, to ensure suitable internal & external noise levels"

Or maybe this is expecting to verify during the provision of a completion certificate to show that they have met the recommendations of the noise report?

Therefore, to ensure that the proposed redevelopment does not give rise to noise nuisance to the neighbouring residents as well as to the future residents of the built premises, I recommended to Granted with suitable noise Conditions.

LBH Waste Management Policy Officer

No comments received

LBH Corporate Estates

No comments received

LBH Economic Development

Employment Training Plan contribution.

Based on the 2 build costs below, the contribution based on the formula (£2500 per £1m build cost) for construction training would be as follow:

Applicants build costs: 5,955,500/1,000,000 X 2500 = **£14,888**

Independent assessors build costs: 5,421,173/1,000,000 X 2500 = **£13,552**

Contribution would therefore be £13,550.

EXTERNAL CONSULTEES**NHS Harrow**

No comments received

Transport for London

Thank you for consulting Transport for London (TfL) regarding the above application. The site is located approximately 70m west of Station Road which forms part of the Strategic Road Network (SRN). While the Local Authority is also the Highway Authority for these roads, TfL is the Traffic Authority and has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

The site is located approximately 900m northeast of Harrow on the Hill London Underground and train station which serves South-western trains and the Metropolitan LU line. The site is also served by approximately 9 bus routes which operate within 530m of the site. Consequently, the site has a PTAL of 3, on a scale of 0 to 6b, where 6b is highest, and so overall the site is regarded as being fairly well connected by public transport.

After reviewing the case documents, TfL wishes to make the following comments;

- Based on the Transport Assessment (TA), the development proposes 30 long stay cycle parking spaces for the flats and 8 long stay cycle parking spaces for the houses which is in line with Policy T5. Cycle parking should be designed and laid out in accordance with the London Cycle Design Standards (LCDS) and cycle spaces should cater for larger and adapted cycles. At present it is unclear which cycle stands will be used, however in line with the LCDS, Sheffield stands are preferred. Cycle parking should be secured via condition.

- Opposite the site, along Hindes Road is a proposed Tesco development which is important to note given the proximity. Hindes Road currently forms a key part of London Cycle Network (LCN) route 45. This is an important east-west cycle route but does not meet present cycleway standards. London borough of Harrow and TfL are currently working with Tesco and their consultants to look at upgrading this cycle route to cycleway standards. Please ensure the TA acknowledges this development and potential redevelopment of the cycleway.
- The TA provides an isochrone cycling map demonstrating cycling networks in London, however the map does not show LCN routes. In relation to the above point, please ensure these routes are clearly shown in relation to this development.
- In regard to the proposed redevelopment of the LCN along Hindes Way, please outline whether Harrow Council are seeking contributions to ensure good cycle access is provided in and out of the site.
- It is noted that the site is located in the Harrow Town Centre Controlled Parking Zone (CPZ). Please ensure the development enters into a permit-free agreement.
- TfL welcome the car-free nature of the site and note the provision of the 2 disabled car parking bays are in line with Policy T6. However, in line with Policy T6, please demonstrate how the development could provide an additional 7% of disabled bays upon future demands. Car parking spaces should provide infrastructure for electric or Ultra-Low Emission vehicles. This should be secured by condition.
- TfL welcome the provision for on-site delivery and servicing, in accordance with Policy T7. It is noted that for larger deliveries, this will need to occur on Hindes Road. All vehicles associated with the development must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions. Hindes Road forms part of the SRN and should therefore vehicles are not permitted to stop/park here.
- In line with Policy T7, deliveries and servicing should be coordinated outside of peak hours and, where possible, sustainable delivery modes are used such as cargo bikes.
- Based on the submitted plans it looks as though vehicle access and cycle parking access uses the same road. In line with the Healthy Street approach, please ensure measures are in place to ensure the safety of cyclists entering and leaving the cycle store and that they are prioritised in accordance with the LCDS.
- The TA outlines that delivery and servicing vehicles can access and exit the site in a forward gear, however, in line with Policy T7, ensure a swept-path analysis is provided demonstrating these movements.

- In line with Policy T7, a full Construction Logistics Plan (CLP) should be provided.

TfL doesn't object to the application, subject to the Council taking account of our comments.

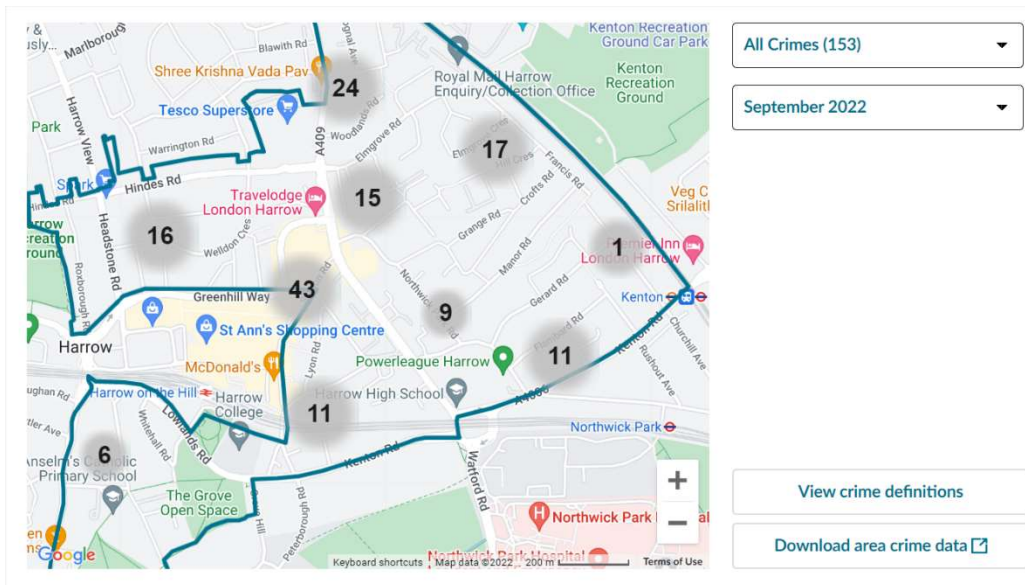
Thames Water

No comments received

Metropolitan Police Design Out Crime Officer

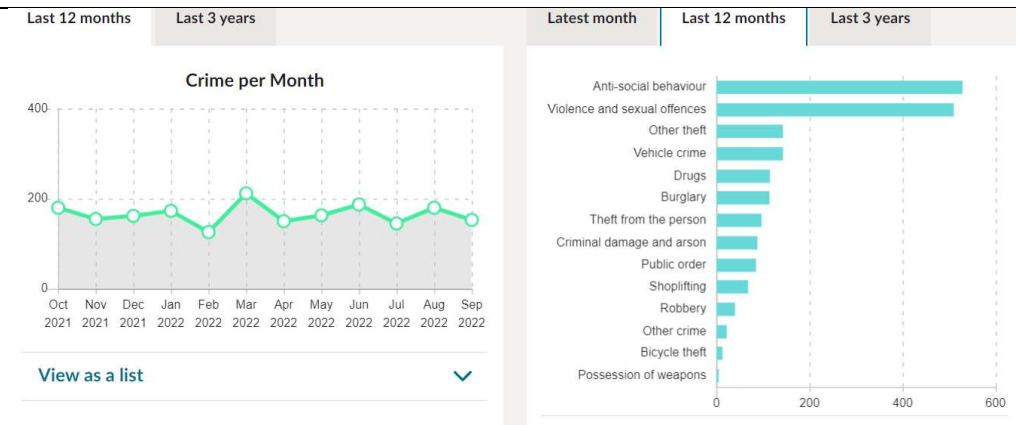
The risk of crime within both the public and non-public areas of the proposed development, and the interaction between the two, should be considered at the outset and preventative measures made.

I have reviewed the crime rate in the local area of the proposed development on [Police.uk](https://www.police.uk) as per the illustration below: the Greenhill Ward the London borough of Harrow, reported figures for September 2022.



The crime map has highlighted that the following crimes were reported in the area and that the area is experiencing a high volume of anti-social behaviour, burglary, violent crime and motor vehicle crime.

Greenhill Ward Harrow

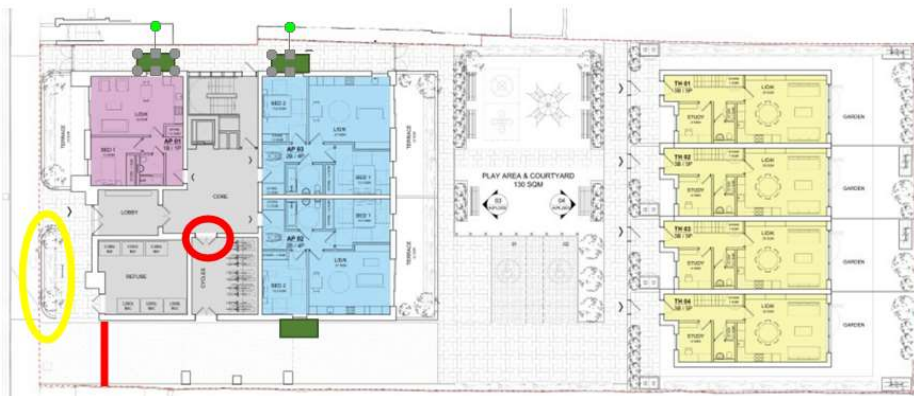


Specifically my research on Police.uk has highlighted that crime is occurring directly in the immediate vicinity of the proposed development, including serious crimes such as violent crime, burglary and motor vehicle crime, and a high proportion of Anti-Social behaviour, drugs, theft , Violent crime , and Vehicle crime.

As such, serious consideration must be given to crime and anti-social behaviour at the proposed development site.

I have not had the opportunity to meet with the developer or architect, for this planned development. However, I have viewed the online plans.

This development cannot obtain a secured by design accreditation, with the submitted plans, therefore this is an objection to these plans.



The ground floor private room windows must have a 1 meter wide by 1 meter high, mature, dense defensible planting. To protect this windows from prying and people standing close t, as marked green on above plans.

The planned development creates an under croft area, which must be gated where the red line is shown above plan, this gate will need to be a tested and certified LPS1175 SR2 (B3) vehicle gate.

The cycle store shows two doors, the door marked red circle should be removed as that door could compromise the safety and security of the future residents.

The area marked with the yellow oval at the front of the building needs more explanation, it could create an area which attracts ASB and facilitates crime.

There is also a lot of double door sets shown in the plans, single leaf doors are more reliable with deterring crime.

If planning is not approved or approved I advise the architects contact myself or another design out crime officer to ensure that a Secured By Design accreditation can be achieved.

A Secured By Design planning condition would be supported by the following legislation.

The National Planning Policy Framework (NPPF)

Section 8 states

"Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion..."

Section 12 states

"Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

Harrow Core Strategy

The Harrow Core Strategy Plan states:

3.13

- **Crime and, more often, a disproportionate fear of crime can be a barrier for some residents to visit particular places, services and facilities. Reducing the opportunity for crime and residents' perceptions of crime will be an important part of maintaining and improving the quality of life in the Borough.**

3.18

- **Securing high quality and accessible residential development**

Section 17 of the Crime and Disorder Act 1988

“It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it’s area”, as clarified by PINS953.

I would therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation.

Should the applicants or the Planning Authority have any queries, please do not hesitate to contact this office either by email - DOCOMailbox.NW@met.pnn.police.uk or telephone quoting the reference number shown above.

I would ask that my interest in this planning application be noted and that I am kept apprised of developments.

PLANNING OFFICER COMMENTS: *The scheme has been revised to include a gate at the undercroft and a condition requiring Secure By Design Accreditation will be imposed.*

Natural England

No comments received

Environment Agency

No comments received

5.0 POLICIES

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

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

5.2 The Government has issued the National Planning Policy Framework [NPPF 2021] sets out the Government’s planning policies for England and how these should be applied, and is a material consideration in the determination of this application.

5.3 In this instance, the Development Plan comprises The London Plan 2021 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

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

6.0 ASSESSMENT

6.1 The main issues are:

- Principle of the Development
- Character, Appearance and Design
- Residential Amenity for Future Occupiers
- Neighbouring Residential Amenity
- Traffic, Parking and Servicing
- Sustainability, Drainage and Biodiversity and other matters

6.2 Principle of Development

6.2.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): H1, H2, H8, H9, SD6, SD7, E10, D10
- Harrow Development Management Policies (2013): DM1, DM2, DM24; DM31; DM34, DM35, DM38, DM40
- Harrow's Core Strategy (2012): CS1
- Harrow and Wealdstone Area Action Plan (2013): AAP2, AAP4, AAP6, AAP9, AAP12, AAP13, AAP15, AAP16, AAP18

Loss of Hotel

6.2.2 Policy SD6(G) of the London Plan (2021) states “Tourist infrastructure, attractions and hotels in town centre locations, especially in outer London, should be enhanced and promoted (see Policy E10 Visitor infrastructure)”.

6.2.3 Policy E10 of The London Plan (2021) recognises that there is a need to build an additional 58,000 bedrooms of serviced accommodation within Greater London by 2041 and should be well connected by public transport. Policy E.10C of The London Plan (2021) requires a sufficient supply and a range of serviced accommodation to be maintained.

6.2.4 Part G of Policy D10 requires new serviced accommodation in outer London to be promoted in town centres and within Opportunity Areas, in accordance with the sequential test as set out in Policy SD7 Town centres, where they are well-connected by public transport, particularly to central London.

6.2.5 The supporting text of Policy E10 notes that improving the availability of accessible serviced accommodation is vital to ensuring that as many visitors as possible can stay in London and experience its visitor attractions and business offer. To help achieve this, serviced accommodation developments should achieve the highest standards of accessible and inclusive design (see also Policy D5 Inclusive design). The policy requirement provides two options and developers can choose the option which best fits the scale of development proposed. These requirements aim to recognise the need not only for standard wheelchair accessible rooms, but also rooms suitable for people with ambulant mobility impairments or older people who

could benefit from additional access features, as well as rooms suitable for people who require assistance or need to be near to a carer.

- 6.2.6 The Boroughs spatial strategy directs major new hotel development to the Harrow & Wealdstone Intensification Area. Policy DM34.C also states that the Council will encourage the development and improvement of tourist related attractions and facilities, provided there is no unacceptable impact on the environment or residential amenity. Preference will be given to proposals for tourist facilities that also meet local cultural and recreational needs.
- 6.2.7 There are no specific policies contained within the AAP that directly relate to the loss of hotels, although it is noted that Policy AAP16 does refer to the provision of major hotel developments within the Harrow Town Centre.
- 6.2.8 It is noted that although there is a preference for the retention and improvement of hotel uses in town centres, there is no explicit policy which protects hotel uses.
- 6.2.9 The applicant has provided some information in relation to justify the loss of the existing vacant hotel use, namely:
- Previous underinvestment and the opening of higher quality visitor accommodation opening within the Harrow Town Centre, including the nearby Travelodge (opened in 2018) made the hotel use on the site unviable without substantial investment.
 - Being vacant the site therefore provides little contribution to the vitality of the area which is more residential in character.
- 6.2.10 Although limited information has been provided, the LPA note that there are new hotels in the Harrow Town Centre either in operation or with consent, namely:
- Travelodge, Greenhill Way: 101 room hotel (P/2224/11 – Granted 07/11/2011)
 - Garden House, 5 St John's Road: 140 room hotel (P/3066/20 – Granted 20/07/2022)
- 6.2.11 There are also a number of other established hotels in the area including the neighbouring Hindes Hotel and the Crescent Hotel on Welldon Crescent (outside of the Harrow Town Centre).
- 6.2.12 Planning history indicates that the former hotel contained 24 guest rooms. It is clear from photo evidence submitted and historic plans on Council file, that the building is in a poor condition and due to its various ad-hoc extensions over the years has a convoluted and poorly resolved layout, which results in unattractively sized and located rooms with poor outlook to the adjoining sites and would likely offer a substandard visitor experience when compared to the more modern, standardised hotels in the area (or likely to be constructed in the town centre).

- 6.2.13 It is noted that limited evidence has been provided as to the costs of refurbishment and no marketing evidence or economic data has been submitted to show that options to refurbish or market the hotel to specific operators has occurred. Notwithstanding, planning officers consider that exercise would be unlikely to indicate that the use is viable for on-going hotel use following refurbishment, given that substantial layout and internal alterations would be required. It is also likely that even if the hotel was to be refurbished, given its historic building fabric and ad-hoc method of extension over the years, it is unlikely that it could be retrofit to successfully offer a high standard of accessible rooms for wheelchair users and less ambulant visitors.
- 6.2.14 Furthermore, it is considered that the location, although within the designated town centre and next to an existing hotel, is not a prime location that would be likely to sustain regular and high volumes of tourist activity, given it is set approximately 1km from each of the nearest train stations, and not within the immediate vicinity of the primary shopping area where tourists and visitors are likely to wish to locate.
- 6.2.15 The newer Travelodge hotel, opened around 2018 provides 101 additional high quality, standardised and reasonably priced hotel rooms. Should the Garden House scheme be delivered, then an additional 140 rooms, again of a high quality, standardised nature would be delivered. This gives up to an additional 241 rooms likely to be delivered within the Harrow Town Centre within the coming years (101 of which are in operation).
- 6.2.16 As such, even with the loss of 24 substandard, poor quality hotel rooms, Harrow Town Centre will still have a net increase in hotel rooms based on recent current and potential future development.
- 6.2.17 It is therefore not considered that a reason for refusal relating to the loss of the hotel use could be sustained at appeal, and the redevelopment of the site, to remove the hotel use is therefore considered acceptable on balance.

Loss of existing flats and reprovision of additional dwellings

- 6.2.18 Having regard to the London Plan (2021) policies H1 and H2 and the Council's policies and guidelines, it is considered that the proposal would provide an increase in housing stock within the Borough thereby complying with housing growth objectives.
- 6.2.19 In accordance with Policy H8 of the London Plan the loss of the existing homes is acceptable as they are being replaced by new housing at a higher density.
- 6.2.20 Whilst a hotel use is considered to be a suitable Main Town Centre use (as defined by the NPPF), as noted above, when the overall quantum of recently delivered, and approved hotel rooms is taken in account, there remains a net increase in visitor accommodation in the town centre. Moreover, the site is at the edge of the centre, and in a setting which is more residential in appearance (given the nature of development to the west of the site, and the residential flats in the upper floors of Blue Point Court to the east). As such, residential use would not be out of character in this particular part of the town centre.

- 6.2.21 Furthermore, the provision of 22 additional dwellings within walking distance of the primary shopping area will likely contribute to the ongoing function, vitality, vibrancy and viability of the Harrow Town Centre by ensuring residents live in and use facilities of the town centre at all hours of the day.

Provision of commercial unit at ground floor level

- 6.2.22 The development was revised to include an approximate 50sqm commercial/retail space at ground floor level.

- 6.2.23 Policy DM40 of Harrow's Development Management Policies states that

Proposals for mixed use development in town centres will be supported. The appropriate mix of uses will be considered having regard to: a. the role and function of the centre; b. the need to make efficient and effective use of previously-developed land; c. the need to re-provide certain uses on the site in accordance with other policies; d. the compatibility of the uses proposed; and e. any other planning objectives considered to be a priority for the area.

- 6.2.24 The provision of a small commercial unit within the town centre is considered acceptable and will help to enhance the function, vitality, and viability of the town centre by introducing a modern facility suitable for smaller businesses or outlets.

- 6.2.25 Given the size of the unit and its location within a town centre it is considered that any use within Class E (Commercial, Business and Service) or B8 (Storage and Distribution) of the Use Class Order (1987) would likely be acceptable (noting that these uses are generally considered suitable within a residential area). This will be secured by condition.

- 6.2.26 It is noted that some permitted development rights within Part 3, Schedule 2 of the GDPO permit changes of use from certain uses within Class E to residential. As it has been established that the area for the commercial unit would be an inappropriate location for a dwelling (and the scheme revised as such), these permitted development rights will be removed by condition of consent.

Affordable Housing

- 6.2.27 Policy H4 of the London Plan sets a target of 50% of all new homes to be affordable housing. Policy H5 of London Plan allows for a threshold approach with a minimum provision of affordable housing being 35%.

- 6.2.28 Core Strategy policy CS1J states that 'the Council will aim for a Borough-wide affordable housing target of 40% of the housing numbers delivered from all sources of supply across the Borough'. Policy CS1.J goes on to say that the Council will seek the maximum reasonable amount of affordable housing on all development sites having regard to a number of criteria, including development viability.

- 6.2.29 Having regard to Harrow's local circumstances, Policy CS1 (J) of the Core Strategy sets a Borough-wide target for 40% of all homes delivered over the plan period (to 2026) to be affordable, and calls for the maximum reasonable amount to be provided on development sites having regard to the following considerations:
- the availability of public subsidy;
 - the housing mix;
 - the provision of family housing;
 - the size and type of affordable housing required;
 - site circumstances/scheme requirements;
 - development viability; and
 - the need to meet the 40% Borough-wide target.
- 6.2.30 The applicants have submitted a revised Financial Viability Assessment (FVA) prepared by Turner Moram. The report has been prepared using industry standard methodology which compares residual land value against the site value benchmark. The FVA suggests a deficit of around £868.619 (excluding the provision of any affordable housing)
- 6.2.31 The submitted FVA was independently assessed by BPS on behalf of Harrow Council. The independent assessment identified a deficit of £33,157. They therefore conclude that pre-implementation and late stage reviews should be undertaken to monitor the viability over the life of the project noting that very marginal changes would bring this scheme into a surplus position.
- 6.2.32 It is noted that there is a large difference between the estimated deficits. This appears to have arisen due to differences in estimated build costs, with BPS (and their cost consultant) estimating a cost of £5,540,283 and the applicant's estimating £5,804,000. Notwithstanding this variance in build costs estimated by each professional, the LPA notes that each assessment calculates there will be a deficit, and that an early and late stage review of costs will enable further detailed assessment of any profit or deficit which may occur.
- 6.2.33 BPS conclude that no affordable housing on site can viably be provided. Planning Officers concur and consider the scale of the development would limit the possibility for appropriate affordable housing to be delivered on site, and it is unlikely any registered social landlords would take on modest, ad-hoc housing in private blocks.
- 6.2.34 As such, a legal agreement will be included to secure an early and late stage review of viability of the development.

Unit Mix

- 6.2.35 Policy H10 of the London Plan states that schemes should generally consist of a range of unit sizes. The development proposes a range of unit sizes including:
- 3x 1bed1person
 - 10x 1bed2person
 - Total 1 bed = 13
 - 4x 2bed4person
 - 1x 2bed3person
 - Total 2 bed = 5
 - 4x 3bed5person
 - Total 3bed = 4
 - TOTAL: 22 units
- 6.2.36 There is no local policy requirement for a specific unit mix for private dwellings. Notwithstanding, the proposed unit mix is considered to deliver a good mix of small, medium and family sized units which will provide an appropriate social mix suitable for the town centre location.

6.3 Character, Appearance and Design

6.3.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): D1, D3, D5, D6, D11
- Harrow Development Management Policies (2013): DM1, DM2, DM22, DM23, DM27
- Harrow's Core Strategy (2012): CS1
- Mayor of London Housing Supplementary Planning Guidance (2016)
- Supplementary Planning Document Residential Design Guide (2010)
- Technical housing standards - nationally described space standard (2016)

Massing and Layout

- 6.3.2 The approach to development of locating an apartment building to the front of the site facing Hindes Road, to continue the building line and general height/scale of Blue Point Court and provide street presence is supported. The use of the rear of the site to provide a lower density development in the form of four mews dwellings is equally supported. Whilst it is noted that there is no pattern of development of rear mews type development in this location, the site size and location within a town centre is considered to lend itself to this type of development to ensure the site is developed in an effective manner.
- 6.3.3 The larger apartment block at the front takes massing and height cues from the large Blue Point Court building, which although a poor-quality building in architectural terms, nonetheless provides a prominent 'book end' to Hindes Road and therefore is a material consideration for the proposed development. The mews housing at the rear, better relates in scale, design and layout to the Victorian terraced properties at the rear fronting Fairholme Road, and that of the approved

(and commenced) development to the rear at 2-4 Fairholme Road (approved under P/0152/18).

- 6.3.4 The distance between the apartment block and the mews dwellings is approximately 19m which meets the Mayor of London Housing Design Standard Guidance, that states “in the past, planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces). These can still be useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density”.

Height, Scale and built form

- 6.3.5 As noted, the height of the development takes its cue from Blue Point Court to the east, and although the maximum height is above the closest ridge height of Blue Point Court it is not considered that this would be noticeable to the casual observer given that the building has an overall stepped form. It should also be noted that Blue Point Court has a taller element where it fronts Station Road and the proposed development has a lower overall height than this. As such, the height variation adds visual interest to the streetscape and avoids the appearance of an overly uniform, flat-topped group of buildings.
- 6.3.6 This stepped form ensures a good transition down to the smaller scale Edwardian hotel and residential development further to the west of the site.
- 6.3.7 The proposed undercroft would be set back from the main building line and to rear of the front building line of 2-6 Hindes Road. As such, it would not appear prominent on the streetscape, it is therefore considered acceptable on balance.
- 6.3.8 During the course of assessment Met Police Secure By Design Officer requested that a gate be installed at the undercroft and the design was revised accordingly. The introduction of the gate, given its set back location, is not so harmful to the character and appearance of the development as to warrant refusal.
- 6.3.9 The proposed 4 no. rear mews terraced houses are of an appropriate scale at three storeys with progressively inset upper storeys. These units are located centrally to the rear of the site with acceptable distances to neighbouring properties and to site boundaries, reducing overbearing impacts. Flank walls are largely inactive, reducing overlooking to east and west and it is welcome to see inaccessible flat roofs to upper storeys to further reduce actual and perceived overlooking to neighbouring properties.

- 6.3.10 The proposal has been revised to include inset balconies to the front and inset balconies to the rear of the flatted block. The proposed revision to inset the balconies is considered to have enhanced the original design (which sought projecting balconies) by creating a more refined and less fussy front façade and will also enhance the amenity value of the front facing apartments by reducing overlooking from the street (and neighbouring projecting balconies).
- 6.3.11 Inset balconies at the rear are considered appropriate to enable suitable shading and avoid the perception of overlooking between the apartment block and mews houses.
- 6.3.12 The proposed materials are buff and grey brick, expressed frame elements which creates a hierarchy of materials and visual interest, with entrances well delineated. Details of all facing materials, paving materials and other such materials will be conditioned to ensure a high-quality finish is provided in the completed development.
- 6.3.13 In summary, the proposed design and appearance is generally considered to be acceptable subject to suitable conditions relating to materials, boundary treatment, gating and the like being imposed.

Landscaping

- 6.3.14 Minimal landscaping is proposed at the front forecourt. However, this is considered acceptable given the town centre location and the provision of a commercial unit will require a level of openness to enable access.
- 6.3.15 The central courtyard area generally contains adequate space for appropriate and high quality planting and landscaping. It is noted that the information provided at this stage is concept landscaping and it would not be expected that a final landscape scheme be submitted at planning stage.
- 6.3.16 The mews houses are served by planters in the front gardens and a part paved, part landscaped rear garden. This is considered to be an acceptable and conventional approach to terraced housing visible across the borough.
- 6.3.17 The Council's Landscape Officer has reviewed the scheme and although some minor comments and concerns have been noted, it is considered that these could be dealt with by way of conditions of consent hard and soft landscaping details together with conditions for the hard materials, boundary treatment, levels and management and maintenance of the landscape. Additionally, a landscaping scheme to include an implementation programme, including a period of 5year period for replacements of soft landscape will also be conditioned.

6.3.18 Extensive Green/Biodiverse roofing is proposed. Although welcome, a detailed management and maintenance plan would be required to explain how the biodiverse roofs would be maintained and be successful spaces. Additionally, it is noted that the Council's Biodiversity Officer has requested details of the structural engineering tolerances of the design being such that they could support a waterlogged biodiverse roof, together with the weight of the vegetation and water reservoir. Whilst this was requested by the Biodiversity Officer to be clarified prior to determination, planning officers consider it would be reasonable and realistic to require these details as a prior to commencement condition.

Accessibility

6.3.19 The development would have level access from the front and via a side passage (separate to the vehicular access). The proposal would be subject to Building regulation M4 (2), to ensure the dwellings would be adaptable for the needs/ future needs of occupiers. Two accessible units are provided at ground floor level and the other units are all compliant with minimum GIA requirements and are adaptable to future occupiers needs. A lift also provides level access to all units within the apartment block.

Summary

6.3.20 In summary, the proposal is considered to be of an appropriate mass and design for its context and would provide a suitable internal layout for future occupiers. Subject to the above detailed conditions, the development would accord with the relevant policies of the development plan as set out above.

6.4 Residential Amenity

6.4.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan: D3, D6, S4
- Harrow Development Management Policies (2013): DM1
- Harrow's Core Strategy (2012): CS1

Amenity of Future Occupants

6.4.2 The London Plan requires that double bedrooms have a minimum area of 11.5sqm and a minimum width of 2.75m for the first bedroom, and 2.55m wide for all additional double room. A single bedroom must have a minimum area of 7.5sqm and minimum width of 2.15m. Each unit contains bedrooms which meet or exceed the minimum requirements of the London Plan.

6.4.3 The London Plan also defines minimum space standards as follows:

No. Bedroom	No. Occupants		Minimum London Floor Area Required (m ²)	Proposed Floor Area (m ²) and storage
1 bedroom	Studio	Gross Internal Area (GIA)	39sqm (37sqm with shower room only)	47.1sqm-47.4sqm
		Storage	1sqm	Complies
	2 Person	Gross Internal Area (GIA)	50sqm	50.7sqm-62.4sqm
		Storage	1.5sqm	Complies
2 bedroom	3 Person	Gross Internal Area (GIA)	61sqm	73.5sqm
		Storage	2sqm	Complies
	4 Person	Gross Internal Area (GIA)	70sqm	73.5sqm-83.3sqm
		Storage	1sqm	Complies
3 Bedroom	5 Person (3 Storey)	Gross Internal Area (GIA)	99sqm	100sqm
		Storage	2.5sqm	Complies

6.4.4 As such, the development complies with the minimum requirements of the London Plan in terms of GIA and storage.

6.4.5 The London Plan also stipulates that a minimum of 75% of the GIA has a floor to ceiling height of 2.5m. Section drawings have been provided which indicate that floor to ceiling heights are a minimum of 2.5m on all levels.

6.4.6 The London Plan requires that a minimum private open space of 5sqm per 1bed-2person dwelling is provided, with an extra 1sqm provided for each additional occupant. As such, the studio apartments and 1 bed2person apartments have a requirement of 5sqm, the two bedroom 3 person dwellings have a requirement of 6sqm, 2bed 4 person units require 7sqm and 3bed 5person dwellings require 8sqm of private open spaces.

6.4.7 All units meet or exceed the minimum open space requirements.

Dual Aspect, Outlook and Sunlight Daylight

6.4.8 The Mayoral SPG seeks to avoid single aspect dwellings where: the dwelling is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. Policy DM1 *Achieving a High Standard of Development* undertakes to assess amenity having regard to the adequacy of the internal layout in relation to the needs of future occupiers.

6.4.9 Each unit is dual aspect and is considered to benefit from a good level of outlook considering the Town Centre Location.

6.4.10 The submitted Sunlight Daylight Report states that internally, the new proposed units perform very well in terms of access to daylight and sunlight. In terms of Daylight access 97% of the rooms assessed would meet the BRE Guidelines. However, this assessment relates to the original scheme and the revised scheme now likely addresses these such that all rooms receive good levels of daylight. The 2 rooms which did not meet the guidelines were bedrooms at ground level, which faced the side boundaries. The ground floor has subsequently been revised to locate bedroom to face the rear courtyard (south facing) and has removed the north facing studio.

6.4.11 In terms of Sunlight access, 75% of the units would meet the BRE Guidelines. However, due to the orientation of the site, with the north facing frontage, there is not considered to be a reasonable way for all units to meet the BRE Guidelines without severely compromising the design and viability of the project.

6.4.12 The BRE Guidance suggests in its introduction that the numerical targets given need to be interpreted flexibly and in consideration of other site constraints.

6.4.13 Given the aforementioned site orientation, and its town centre location the sunlight/daylight amenity value of the units is nonetheless considered to be good and is acceptable in this instance.

Vertical Stacking

6.4.14 It is noted that the proposed floor plans provide acceptable vertical stacking with no conflict of room type resulting. In addition, the proposed new build would be required to meet Building Regulation standards relating to noise transmission, which would ensure adequate sound protection not only between the residential units, but also between the proposed flats and the proposed office units.

Children's Play Space

- 6.4.15 Policy S4 of the London Plan requires that development proposals for schemes that are likely to be used by children and young people should incorporate good-quality, accessible play provision for all ages. At least 10sqm of playspace per child should be provided and the GLA website provides a calculator to establish how many children are likely to live in any given development.
- 6.4.16 The calculator gives a yield of 5.4 children across the whole development and a play space requirement of 54.4sqm.
- 6.4.17 The development proposes a children's play area within the central courtyard which contains a mix of play equipment and hard and soft areas for children to play, with a total area of approximately 100sqm and therefore exceeds the minimum requirement.

Residential Amenity of Neighbouring Occupiers

- 6.4.18 London Plan Policy D3.D(7) states that development should deliver appropriate outlook, privacy and amenity.
- 6.4.19 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 *Achieving a High Standard of Development* sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.

Hindes Hotel

- 6.4.20 The Hindes Hotel is located to the immediate west of the subject site and comprises an Edwardian building with parking at the rear and extensions to the rear to a similar depth as those on the subject site.
- 6.4.21 As the site comprises a hotel there is limited weight given to amenity impacts. Notwithstanding, the proposed development is considered to have an acceptable impact on the hotel.
- 6.4.22 Side facing windows have been minimised and are generally high level or located such that there would be overlooking possible as views would be blocked by the roof of the building itself.
- 6.4.23 Any windows affected within the hotel would be side facing windows which are reliant on outlook over the subject site. It would therefore be unreasonable to place a severe burden on the subject site to maintain the existing outlook from hotel room windows over a shared side boundaries. In any case, given the reorientation of bulk and massing on the site to the front and rear, with a central landscaped courtyard, outlook from the side facing hotel room windows are likely to be improved given that the existing messy, convoluted and discordant deep rear extensions (which currently appear in views from the side facing hotel room windows) would be removed.

6.4.24 In terms of overshadowing, there is not considered to be any adverse additional overshadowing resulting given that the bulk and massing will be brought further forward on the subject site, any additional overshadowing caused by the additional height will not substantially different to the existing shadowing caused by the two-storey building over the side elevation of the Hindes Hotel. The removal of the deep rear extensions likely opens up access to sunlight/daylight to the Hindes Hotel Site and the proposed mews houses are set a sufficient distance so as to have no significant adverse overshadowing impact.

Blue Point Court

6.4.25 Blue Point Court is located to the east of the subject site and comprises a 5-storey mixed use building with commercial at ground floor and residential units above. Facing the subject site are a number of accessible terraces, overhangs and a side facing bay window at second floor level.

6.4.26 With the exception of the flat area above the car park entry, these terraces appear to have some form of access to serve as private open space.

6.4.27 The bay window serves a dwelling and there are a number of other windows at the side and rear which serve the residential accommodation in Blue Point Court.

6.4.28 Harrow's Residential Design Guide SBD contains a '45 degree code' which states that buildings should not interrupt a 45 degree line drawn on plan from the nearest first floor corner of the neighbouring building.

6.4.29 Due to the unusual form of Blue Point Court, a 45degree line drawn from the bay window would be intersected by the proposed development to a depth of 6.5m. Above the bay window a 45degree line from the corner of the building would be intersected to a depth of 3m.

6.4.30 Plans held on file by the Council (EAST/103/97/FUL) appear to be the approved plans for Blue Point Court. However, it appears that the building was not built in accordance with these plans. Notwithstanding, they give some indication of the likely internal uses within Blue Point Court.

6.4.31 It would appear that the bay window provides a secondary side facing window to a living/dining area which benefits from multiple rear facing windows. Other side facing windows appear to serve the communal corridor and/or kitchens, and secondary windows to front facing living/dining rooms.

6.4.32 As such, the breach of the 45 degree code is not considered to be so harmful to the outlook from these windows as to warrant refusal. The site is in a town centre location and the rooms are generally served by primary front or rear facing windows, or they serve rooms such as kitchens or corridors where there should not be an expectation of unbroken side facing outlook.

- 6.4.33 Regarding the potential impact on terraces in terms of outlook, whilst it is noted that the proximity of a taller building, built close to the boundary will undoubtedly impact on outlook and views from the terraces, and increase overshadowing, it must be acknowledged that these terraces rely on a substantial part of their outlook over a neighbouring site and over a side boundary.
- 6.4.34 It would be unreasonable to place a significant burden on the subject site to wholly maintain outlook/amenity of poorly located terraces and side facing windows. Were substantial weight to be given to disproportionately preserving the amenity of the terraces and side facing windows it would likely render the subject site undevelopable, and it would be considered unreasonable given the circumstances.
- 6.4.35 Additionally, the site is located within a Town Centre which is also a designated Opportunity Area where it is expected and anticipated that higher density development will be located and other benefits will arise by being well located within that town centre. This will be a trade-off given the reduced potential for outlook/amenity of properties when compared to more suburban locations.
- 6.4.36 An addendum to the sunlight/daylight report states

The revised results show that 32 (91%) of the 35 habitable windows considered in Bluepoint Court will meet BRE targets (i.e. above 27% VSC or 0.8 times the former value). The 3 windows that fall below BRE targets serve two living rooms (R3 at first floor and R3 at second floor).

Room R3 at first floor has 3 other mitigating windows, all of which meet BRE targets and receive high levels of VSC well above the 27% recommended. The BRE guide suggests that, where a room is served by multiple windows, an average VSC for the room can be used. When considering a mean VSC for room R3 at first floor, the existing VSC of 30% is reduced to 22.8%, 0.75 times the former value only marginally below the BRE target of 0.8. Additionally, the retained VSC of 22.8% is above the 20% value which the Mayor of London and Planning Inspectorate considered to be reasonably good for a residential property in London (in their decisions at Monmouth House, Islington and The Whitechapel Estate).

Room R3 at second floor is served by two windows (W4 and W5) window W4 has its VSC reduced from 39.4% to 17.8% (0.45 times the former value). The average VSC for these two windows is reduced from 38.9% to 26.5%, which is only marginally below the BRE target of 27% and considered a very minor infringement.

When considering daylight distribution (NSL), the BRE guidance advises that only rooms where layouts are known should be assessed. All rooms where layouts are known meet BRE targets.

For sunlight, only main living rooms oriented within 90 degrees of due south are relevant for assessment. The results of the sunlight (APSH) assessment have shown that all but one main living room will achieve BRE targets (i.e. 25% APSH/5% WPSH or 0.8 times the former value). Annual sunlight retained here is 17% (reduced from 22%) and this isolated deviation should be considered acceptable given that the BRE guidance advises flexibility.

- 6.4.37 Given that any impact on sunlight/daylight is minimal and the affected rooms generally appear to be served by primary windows in other locations, the development is considered to have an acceptable impact on Blue Point Court in terms of sunlight/daylight.
- 6.4.38 Regarding privacy, the proposed development has been designed with angled oriel windows, inset/setback terraces and balconies and any windows serving the stairwell will be conditioned to be obscure glazed. As such, there will be no adverse overlooking of properties within Blue Point Court resulting from the proposed development.

Properties on Fairholme Road

- 6.4.39 No.18 Fairholme Road is a two-storey end of terrace Victorian dwellinghouse located at the western part of the rear site boundary. The rearmost part of the outrigger extension at No.18 would be located approximately 46m from the rear of the apartment block, and would be to the south. As such, the apartment block will have no adverse amenity impact in terms of overshadowing, overlooking or sense of enclosure.
- 6.4.40 The rearmost part of the outrigger at No.18 would be located approximately 20m from the rear first floor at the nearest mews house. As noted above, this meets the Mayor of London Housing Design Standard Guidance, that states “in the past, planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces).
- 6.4.41 Given that mews houses are of a similar form and height as the Victorian properties on Fairholme Road, it is not considered unreasonable for them to be located 20m from away, in a town centre location. There is not considered to be any adverse overlooking or sense of enclosure given the generous distance between the properties.
- 6.4.42 It is noted that the top storey of the mews properties contains a modest sun terrace, as noted, this would be in excess of 20m from No.18 and is not considered to introduce any adverse overlooking beyond what would be possible from the rear facing windows.
- 6.4.43 As the development is set to the north east of No.18 there would be no adverse overshadowing impacting on that neighbouring property. As other properties in the Victorian terrace are set further to the west there would be even less of an amenity impact on those properties in terms of overlooking and sense of enclosure, as such the development is considered acceptable in this respect.

- 6.4.44 To the immediate rear of the site is No.4 Fairholme Road, which is currently a vacant plot but is subject to an approved permission to construct a 3-storey building providing ground floor office space and 8 flats above. It is understood that the development may have commenced, although minimal above ground works have been carried out. Notwithstanding, it is a material consideration as it could be completed and would likely set an acceptable building envelope for future development on the site if a different scheme was to come forward.
- 6.4.45 The approved development at No.4 Fairholme Road contains rear facing flats at first and second floor level. At first floor some contain inset winter gardens, at second floor level (which is set back from the rear building in) flats contain terraces.
- 6.4.46 At first floor level the separation distances between the mews buildings and the approved development is 17.8m, at second floor level (due to the set backs on both developments) the separation distances are 20.7m. As noted above, this meets the Mayor of London Housing Design Standard Guidance for building separation distances. It is therefore not considered that there would be any adverse amenity impacts in terms of overlooking or sense of enclosure. As No.4 is due south of the subject site the proposed development would not cause any overshadowing.

6.5 Traffic, Parking and Servicing

6.5.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- The London Plan (2021): T4, T5, T6
- Harrow Development Management Policies (2013): DM42, DM45
- Harrow's Core Strategy (2012): CS1

6.5.2 This proposal is within a PTAL 3 location, however, it is immediately adjacent to a PTAL 6a location, and realistically functions as a high PTAL location given its town centre siting and access to excellent bus and train links. There are various bus routes servicing Station Road and the site is within easy walking distance of Harrow on the Hill and Harrow & Wealdstone Stations. The site is immediately opposite the large Tesco Superstore and there is also excellent access to local amenities; shops, restaurants, leisure facilities, schools, open space in Harrow Town Centre and the surrounding areas.

6.5.3 The London Plan requires the development to make provision for 36 covered and secure cycle parking spaces. The mews houses require 2 per dwelling and these are provided on at each property. The remainder of the cycle parking is located within a dedicated internal cycle store within the main apartment building. The area has been reviewed by the highways officer and no concerns have been raised. The long stay room includes sufficient space to comply with the London Plan requirement of 5% accessible stands which can be used by non-standard cycles. No details of cycle parking for the commercial unit have been provided, however, given its modest scale there is considered to be sufficient space internally or to the front of the unit to provide cycle parking and this can be secured by condition.

- 6.5.4 Notwithstanding that cycle parking provision has been shown, in order to ensure the detailed requirements can be met a condition of consent will be imposed requiring full details of cycle parking for all residential units and the commercial unit are submitted and approved prior to occupation.
- 6.5.5 In line with Policy R16 of the Harrow Transport Local Implementation Plan developments in this location are usually subject to restriction on the issue of parking permits for the surrounding controlled parking zones in order to minimise the potential impact on parking in the locality and to encourage sustainable travel. This requires an amendment to the relevant traffic management order to specifically restrict the issue of permits in perpetuity to residents of this development which will be secured by legal agreement.
- 6.5.6 As such, only two bays for disabled parking have been provided on-site. This meets the London Plan requirement of up to 7% of dwellings requiring disabled parking on site.
- 6.5.7 A transport statement has been submitted and no substantial concerns have been raised by the Highways officer. Where necessary, service and delivery vehicles could access the rear of the site. However, it is considered more likely that they will stop in front of the site on Hindes Road on the current drop kerb, or park within the area in front of the undercroft gate. Refuse trucks will stop on Hindes Road and remove bins from the internal bin store. The Council's Highways Officer has raised no concerns with this approach for the refuse trucks as there is sufficient space for other traffic to easily move around the truck without harm to the highways network. Planning officers consider that this approach can be readily applied to service and delivery vehicles too (given that they will generally be much smaller and more manoeuvrable than a refuse truck). Were vehicles to park in the space in front of the undercroft gate there is sufficient space for them to not block pedestrian or traffic flow, and there is adequate gaps in traffic to enable safe reversing out into the street if necessary.
- 6.5.8 As the proposal is for demolition and reconstruction, it will be necessary to provide a detailed construction logistics plan (CLP) prior to commencement. This must follow the TfL format and guidance which is available online on the TfL website and will be secured by way of condition.
- 6.5.9 Based on the above, the Council's highways officer considers that this proposal is unlikely to result in a severe or harmful impact for the surrounding highway network; Subject to full details of cycle parking, CLP condition and legal agreement to secure a car-free development the scheme is considered acceptable.

Waste

- 6.5.10 As noted above, it is proposed to store the waste for the apartment block within a designated internal store. The mews houses will have dedicated waste stores within their front garden areas. Council's Code of Practice for the Storage of Waste in Domestic Purposes requires a 2-bin (2x 1100L waste/recycling bins) for each of 8 flats. There is considered to be sufficient room within the waste store for an adequate number of bins to serve the apartment block.

- 6.5.11 The mews houses are located such that residents will need to bring their bins to a kerbside collection point on collection day. No details of a collection point have been provided, however, there is considered to be adequate space at the front of the site, likely on the side of the service road or in front of the waste room for a designated kerbside collection point. In order to ensure a designated area is provided a condition of consent will be applied requiring details be submitted prior to commencement of the development. Additionally, a condition will be imposed requiring that the bins associated with the mews houses are only moved on collection day and are relocated to their own private bin stores after collection.
- 6.5.12 Details of waste storage for the commercial unit have not been provided. However, given its very small scale it is considered likely that waste could be stored internally. Notwithstanding, a condition will be imposed requiring full details of the commercial waste storage and handling arrangements.

6.6 Drainage

6.6.1 The relevant policies are:

- The National Planning Policy Framework (2021)
- London Plan (2021): S1 12, SI 13
- Harrow Development Management Policies (2013): DM9, DM10
- Harrow's Core Strategy (2012): CS1

6.6.2 The site is identified as a critical drainage area of Harrow and Hindes Road at the front of the site is within Surface Water Drainage Zone 3a, although no part of the site itself is within the flood zone. Notwithstanding, the Council's Drainage officers have requested surface water discharge restriction details, calculation details and associated drawings. They have also requested details of emergency planning in the event of a flood on the highway and details of a safe means of escape for the future occupants. This can be secured by a condition which is recommended.

6.6.3 These are considered to be minor details which can be readily addressed and it would be unreasonable to refuse on these grounds without allowing an opportunity for the applicant to provide these details in full. The applicant is engaging with the requests by the Infrastructure Team and it is considered reasonable to recommend approval, subject to these matters being addressed within 3 months of the date of the committee meeting, or an otherwise agreed extension of time.

6.7 Sustainability, Biodiversity and other matters.

6.7.1 The relevant policies are:

- National Planning Policy Framework (2021)
- London Plan (2021): G1, G5, G6, SI 1, SI 2, SI 3, SI 4, SI 5, SI 6, SI 7, SI 12, SI 13
- Harrow & Wealdstone Area Action Plan (2013): AAP10
- Harrow Core Strategy (2012): CS1, CS2
- Harrow Development Management Policies Local Plan (2013): DM1, DM10, DM13, DM14, DM22, DM23

Relevant Supplementary Documents

- Supplementary Planning Document: Residential Design Guide (2010)

Biodiversity

- 6.7.2 The development site lies within what is an area of significant deficiency in access to nature. This reflects the scarcity of and distance to Sites of Importance for Nature Conservation, even of local importance – Bonnersfield Lane, c. 650 m away, is the closest - within the area between the Harrow and Wealdstone and Harrow-on-the-Hill train stations. Whilst this means that the development proposals will have no direct impacts on areas of recognised wildlife value, development should seek to mitigate the existing lack.
- 6.7.3 The developer has identified the potential for occupancy of the existing buildings by bats. Consultancy surveys have confirmed this but indicated that there presently isn't such use.
- 6.7.4 Apart from a few shrubs, areas of modified grassland (to the rear of No 4) the majority of the site appears to be covered by existing buildings and other impermeable or hard surface, parts of which have been invaded by ruderal species.
- 6.7.5 Given the above, the intention expressed in the Landscape Design Report to 'significantly enhance the ecological biodiversity of the site is to be welcomed.
- 6.7.6 Whilst the biodiversity officer has raised some concerns regarding undervaluing of the baseline habitat value, it is not considered that this adversely affects the clear biodiversity net gain that will occur by replacing the existing poor quality environment with higher quality landscaping across the site. Additionally, the biodiversity officer accepts that the site starts from the very low existing value (even taking account of the existing shrubs) that that the development would provide a high percentage increase in terms of biodiversity units and the addition of linear habitat in the form of a hedge. This would (a) exceed the minimum 20% gain in unit value for development in Harrow and (b) satisfy the requirement that development provide at least 0.2 biodiversity units per hectare (> 0.03 units for a development site of this size).

- 6.7.7 With regard to the green roof proposals, the total of eight species indicated will not represent 'diverse planting' and we would generally expect a minimum of 20 species. Whilst the consultant's appraisal is not accepted it is noted that e.g. the Landscape Design Report indicates that up to 36 species of native wildflower will be 'supported'. At the same time, what is suggested here does not satisfy biodiverse roof requirements in relation to the BNG user guide nor LPA expectations. Similarly, the plan drawing showing the roofs only indicates 'Sedum Roof' areas. However, such measures and the required certainty may be secured via condition.
- 6.7.8 The biodiversity officer considers that the details of the roof loading should ensure it can handle sufficient weight of planting/waterlogged soil etc should be clarified prior to determination. However, planning officers consider that as this is a structural matter, which would need to be complied with at building control stage regardless, it would be unreasonable to either delay determination to request this information, or to refuse it due to a lack of details. It is considered that a condition of consent requiring confirmation from a suitably qualified professional be submitted and approved in writing prior to commencement would provide the necessary clarity in this respect.
- 6.7.9 Regarding Urban Greening Factor the London Plan has a target score of 0.4 for developments which are predominantly residential. Revised Urban Greening Factor report following the revisions was submitted which identifies that the scheme will have an Urban Greening Factor of 0.42. This has been reviewed by the Biodiversity Officer and no concern is raised.

Air Quality and Ground Contamination

- 6.7.10 The application has been accompanied by an Air Quality Assessment, which states that the road traffic air quality impacts will be within acceptable limits and low short term pollutant levels will enable windows to be openable for ventilation. The report also assesses the development as being Air Quality Neutral
- 6.7.11 Therefore, the modelling indicates that both the long term and short term air quality standards are within targets set by the Air Quality Standards Regulations 2010 and no mitigation would be required, other than dust management measures as part of a Construction and Logistics Plan. The report has been reviewed by the Council's Environmental Health Team and no concerns are raised subject to suitable conditions of consent.
- 6.7.12 The site has been assessed as having a low to moderate potential for contamination, as per the supporting preliminary ground investigation report. However, the report also states that a more intrusive investigation is necessary to quantify potential risks and remaining uncertainties that have been identified. Therefore, a pre-commencement condition is recommended for the submission of an investigation and risk assessment.

Energy and Sustainability

- 6.7.13 All major applications are required to achieve a 35% reduction (on site) in carbon dioxide emissions over the Building Regulations. Development should follow the hierarchy and policy guidance within Policy S12 (Minimising Greenhouse Gas Emissions) of the London Plan (2021).
- 6.7.14 The application has been accompanied by an Energy and Sustainability Statement. The proposed sustainability measures include photovoltaic panels as a renewable energy source, combined with high energy efficiency standards in the built fabric and air source heat pumps, with a projected reduction of 49.91% in CO2 emission and reduction in unregulated energy use of 55.98% over and above the baseline model. The final reduction equates to approximately 78.84%. The remainder of the balance would normally be sought as a carbon off-set payment which the report identifies as being £15,390.00. This will be secured by a S106 legal agreement.
- 6.7.15 The site is outside of the Heat Network Priority Area, however, there may be potential for the project to connect to a future Decentralised Energy Network (DEN). The report highlights provision will be made on site for future connection to any such network via the basement plant room and an identified route from the plant room to the site boundary.
- 6.7.16 Proposed Roof Plan proposes a flat roof with 35 no. PV panels. The PV's could be easily combined with a green/biodiverse roof in between the PV panels, to enhance the biodiversity of the local area and assist with climate change mitigation, temperature regulation. As per above, the combination of PV panels with biodiverse roofs are an appropriate enhancement for schemes such as this, and the full details can be conditioned.

Noise

- 6.7.17 A noise report has been submitted to identify whether the site is suitable for residential accommodation given its location and if any mitigation may be required. The report also considers the noise profile of proposed external plant on neighbouring residential properties.
- 6.7.18 The report identified that the primary source of noise is road traffic from Hinds Road itself and Station Road to the east. Noise attributed to the Tesco car park was audible but not dominant and associated plant was not audible from the site.
- 6.7.19 The report makes a number of recommendations in relation to standard of double glazing and ventilation systems. The specific type of external plant is not yet known and the report therefore recommends suggested maximum noise levels.
- 6.7.20 The environmental health team have reviewed the report and raise no concerns subject to suitable conditions of consent to ensure appropriate mitigation is installed in accordance with that suggested within the report.

6.7.21 As such, conditions of consent will be imposed requiring that necessary mitigation measures to comply with the noise report are installed and maintained. Additionally, the condition of consent will require that a verification report is submitted to confirm appropriate mitigation has been installed and that internal noise levels (and impact from installed acoustic plant on neighbouring noise sensitive facades) are acceptable prior to occupation.

Restriction of Permitted Development

6.7.22 As the mews houses are located at the rear of the site, adjacent to properties at the rear fronting Fairholme Road, and they have been designed to be a lower density type of development they are considered to have been built to their maximum possible building envelope.

6.7.23 As such, it is considered appropriate to restrict permitted development rights on each new mews dwelling in terms of future enlargements at the front, side and rear along with upward extensions and rear outbuildings.

6.7.24 Additionally, permission is only granted for single dwellings across the entire development (within the mews houses and the apartment block) and it not considered appropriate for future changes of use to HMOs to be possible given the differing impact these may have in terms of parking, site intensity and character of the wider area. As such, permitted development rights for the change of use from dwellings to small scale HMOs (Use Class C4) are recommended to be removed.

6.7.25 These restrictions on permitted development rights will be restricted by way of conditions of consent.

6.8 Fire Safety

6.8.1 Policy D12 of The London Plan requires all development to meet standards of fire safety. An updated Fire Statement was submitted which identifies a dry riser and sprinklers will be used at the Mews Houses given that a fire tender will not be able to access the rear of the site. This is in accordance with relevant building regulations. This matter was the only concern raised by the building control team and it has now been addressed, no concern has been received by the building control team in relation to the updated fire statement. However, to ensure it can be robustly reviewed a condition of consent will be imposed requiring that a fully updated Fire Statement reflecting the final build scheme is submitted to and approved in writing prior to completion of damp proof course.

6.9 Environmental Impact Assessment

- 6.9.1 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.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed redevelopment of the site would provide a high quality mixed residential and commercial development, which would be a positive contribution to the town centre environment. The redevelopment of the site would enhance the urban environment and so would make a positive contribution to the local area in terms of quality and character.
- 7.2 The layout and orientation of the building and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers or would have a reasonable and acceptable impact on some dwellings in Blue Point Court; whilst the amenities of future occupiers would be satisfactory. The proposal has also been considered with regard to parking and highway safety and has been found to be reasonably acceptable, on balance, subject to conditions.
- 7.3 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, it is considered that the current proposal is acceptable and approval is recommended.

APPENDIX 1: Conditions and Informatives

Conditions

1. Time Limit 3 years - Full Permission

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

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

2. Approved Drawing and Documents

Unless otherwise agreed in writing by the local planning authority, the development shall be carried out, retained and completed in accordance with the following approved drawings and documents:

A_PL_001 Rev 00; A_PL_010 Rev 00; A_PL_011 Rev 00; A_PL_012 Rev 00;
A_PL_013 Rev 00; A_PL_015 Rev 00; A_PL_030 Rev 00; A_PL_031 Rev 00;
A_PL_032 Rev 00; A_PL_033 Rev 00;

A_PL_099 Rev D; A_PL_100 Rev G; A_PL_101 Rev E; A_PL_0102 Rev E;
A_PL_103 Rev E; A_PL_104 Rev D; A_PL_105 Rev D; A_PL_150 Rev D;
A_PL_151 Rev B; A_PL_200 Rev D; A_PL_201 Rev C; A_PL_202 Rev C;
A_PL_300 Rev E; A_PL_301 Rev D; A_PL_302 Rev D; A_PL_303 Rev D;
A_PL_304 Rev D; A_PL_305 Rev D; A_PL_500 Rev A;

100L Rev A; 101L Rev A; 102L Rev A; 103L Rev A; 104L Rev A; 105L Rev A;
501M Rev A;

Surface Water Drainage Strategy (October 2022); Air Quality Assessment (5th October 2022); Daylight & Sunlight Report (25th October 2022); Sunlight Daylight Addendum Letter (17th February 2023); Biodiversity Net Gain Calculation (October 2022); Design & Access Statement (31st October 2022); Design & Access Statement Addendum (March 2023); Bat Emergence Survey Report (October 2022); Preliminary Roost Assessment (July 2022); Energy and Sustainability Statement (15th September 2022); Landscape Design Statement Report (9th March 2023); Urban Greening Factor (10th March 2023); Noise Assessment (6th July 2022); Planning Statement (October 2022); Statement of Community Involvement (October 2022); Phase 1 Desk Study (October 2022); Transport Statement (October 2022); Proposed Area Schedule; Fire Statement (24th February 2023); Viability Report (October 2022); Addendum Viability Study (March 2023);

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

3. Demolition and Construction Logistics Plan (Pre-commencement)

No development shall take place, including any works of demolition, until a detailed demolition and construction logistics plan has first been submitted to the Local Planning Authority in writing to be agreed. The plan shall detail the arrangements for:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in construction the development;
- d) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing;
- e) wheel washing facilities;
- f) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- g) measures for the control and reduction of dust;
- h) measures for the control and reduction of noise and vibration; and
- i) How traffic would be managed to minimise disruption.

The demolition and construction of the development shall be carried out in accordance with the plan so agreed.

REASON: To ensure that measures are put in place to manage and reduce noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers, and to ensure that the transport network impact of demolition and construction work associated with the development is managed. To ensure that measures are agreed and in place to manage and reduce dust, noise and vibration during the demolition and construction phases of the development and manage transport impacts during the demolition and construction phases of the development. This condition is a PRE-COMMENCEMENT condition as the proposed measures must be in place prior to commencement of works.

4. Ground Contamination (Pre-commencement)

Notwithstanding the approved details, no works shall take place until a scheme ('the first scheme') for identifying, managing and disposing of any potential contamination hazards found during demolition of the existing buildings and structures on the site has first been submitted to, and agreed in writing by, the local planning authority. No development other than demolition shall take place until a scheme ('the second scheme') for the management of contamination risk at the site has first been submitted to, and agreed in writing by, the local planning authority. The second scheme shall include the following:

- (a) details of a site investigation to provide information for a detailed assessment of the risks to all receptors that may be affected, including those off site;
- (b) the results of the site investigation and an options appraisal and remediation strategy giving full details of remediation measures and how they are to be undertaken; and
- (c) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant leakages, maintenance and arrangements for contingency action.

The demolition shall be carried out in accordance with the first scheme so agreed. The development other than demolition shall be carried out in accordance with the second scheme so agreed.

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.

5. Foul Water Disposal

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

REASON: To ensure that there is adequate waste water infrastructure in place to serve the development and to ensure the separation of surface and foul water systems, in accordance with Policy SI 12 of the London Plan (2021) and Policy DM 10 of the Development Management Policies Local Plan (2013).

6. Disposal of Surface Water

The development of any buildings (other than demolition works) hereby permitted shall not be commenced until works for the disposal of surface water, surface water attenuation and storage works have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided

7. Levels to be Approved

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 highway(s), and any other changes proposed in the levels of the site, have been submitted to, and approved by, the local planning authority.

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.

8. Biodiverse Roof Details

The development (other than demolition works) hereby permitted shall not commence until full details of biodiverse/bio-solar roof provision within the development have been submitted to and approved in writing by the Local Planning Authority. The submitted information shall include but not be limited to:

- a. identification of the roof areas to be used for the provision of biodiverse/bio-solar roofs;
- b. details of the roof build up, including water reservoirs, substrate, planting schedules/seed mix(es) - to include at least 20 native flower species making up a minimum of 60% of the plant cover, shelter and breeding locations for a range of invertebrate species, plans, details and sections as appropriate;
- c. details of the maintenance to be undertaken during establishment including irrigation and remedial interventions in response to likely risks; and,
- d. the engineering tolerances of the design being such that they would support a waterlogged biodiverse roof with a substrate depth ranging between 80 and 200 mm with a least 50% of each roof area having a minimum substrate depth of 150mm, together with the weight of the vegetation and water reservoir.

The details will need be specific to the submitted proposals and development shall be carried out in accordance with the details so agreed and shall be maintained thereafter.

REASON: To ensure that the development makes appropriate provision for the protection, enhancement, and effective management of biodiversity and green infrastructure within the site and surrounding area in accordance with Policy DM 21 of the Harrow Development Management Policies Local Plan (2013), the London Plan (2021) and the National Planning Policy Framework (2021).

9. Fire Safety

The development herein approved shall not progress above damp proof course until a Fire Safety Statement has been submitted to and approved in writing by the Local Planning Authority, this statement shall include details of how the development will function in terms of the following:

- 1) identify suitably positioned unobstructed outside space: a) for fire appliances to be positioned on b) appropriate for use as an evacuation assembly point;
- 2) is designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures;
- 3) is constructed in an appropriate way to minimise the risk of fire spread;
- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users;
- 5) develop a robust management strategy for evacuation which is to be periodically updated and published (details of how often this management strategy is to be reviewed and published to be included), and which all building users can have confidence in; and
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

The development shall be operated in accordance with the approved details in perpetuity.

REASON: To ensure that the fire safety of the proposed building is managed in a satisfactory manner and that the development contributes to fire safety in line with Policy D12A of the London Plan (2021).

10. 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, and agreed in writing by, the local planning authority:

- a) all facing materials for the buildings;
- b) windows/ doors/glazing and shopfront; and
- c) balconies/balustrades and balcony soffits.

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.

11. Window and Door Reveals

Notwithstanding the details shown on the approved drawings, the construction of the buildings hereby approved shall not progress beyond damp proof course level until there has been submitted to and approved in writing by the Local Planning Authority detailed sections at metric scale 1:20 through all external reveals of the windows and doors on each of the elevations. The development shall be completed in accordance with the approved details and shall thereafter be retained.

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

12. Lighting

The development hereby approved shall not progress beyond damp proof course level until details of the lighting of all external areas (including the undercroft area) within the site, including:

- a. locations, lighting design, lighting details, specification, elevations, light spillage and lighting levels
- b. details of baffles, and filters to be employed, taking account of the provision of artificial shelters for birds, bats and invertebrates in suitable locations so as to avoid adverse impact on the habitat provided for these species.

The details shall be submitted to the Local Planning Authority in writing to be agreed. 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 incorporates lighting that contributes to Secured by Design principles, achieves a high standard of residential quality and does not have an adverse impact on ecology and species habitat.

13. Refuse Storage

Notwithstanding the details shown on the approved drawings, the construction of the buildings hereby approved shall not progress beyond damp proof course level until there has been submitted to and approved in writing by the Local Planning Authority details of the following:

- a) Details of all residential and commercial waste storage. Commercial waste storage is to be separate from the residential waste storage area.
- b) A Refuse Management Plan for the whole site, including details of how the waste and recycling bins for the mews houses will be brought to the front of the site on collection day.

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

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

14. Landscaping and Ecological Enhancements

The development hereby approved shall not progress beyond damp proof course level until there has been submitted to, and approved by in writing, the local planning authority, a scheme of hard and soft landscape works and ecological enhancement plan for the site. The hard and soft landscape and ecological enhancement plan details are to include the following:

- a. details of trees, shrubs and other plantings and/or seed mixes to be used and their introduction, protection and other aftercare during their establishment.
- b. details of the maintenance and management of the semi-natural habitats and landscape features at ground and other levels – giving particular attention to the green wall, green roofs, hedges, trees and soft-planting areas, as well as the provided wildlife shelters.
- c. provision of a clear programme of monitoring, maintenance and management work to guide those responsible for undertaking or overseeing these operations, with particular regard to safeguarding their function and ensuring that habitat areas achieve and maintain their expected condition.
- d. details of the provision of artificial shelters for birds, bats and invertebrates in suitable locations on the basis of one single or multiple occupancy shelter per residential unit (additional to the provision associated with the biodiverse/bio-solar roofs), taking account of aspect, window positions and external lighting provision, to be incorporated within the fabric of the building, or as otherwise agreed to be appropriate.
- e. Full scale metric cross sections and elevations for the communal open amenity space and play area (at a scale of not less than 1:100)

- f. Specifications of all play equipment to be installed including proposed manufacturer, material and source and specification of the surface treatment within the play areas.

The development shall be carried out in accordance with the details as so agreed.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance and ecology of the development, in compliance with policies DM1, DM21, DM22 and DM23 of the Harrow Development Management Policies Local Plan (2013).

15. Landscaping Implementation

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 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 compliance with policies DM 1, DM 22 and DM 23 of the Harrow Development Management Policies Local Plan (2013).

16. Boundary Treatment

The development hereby permitted shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected for the front and rear gardens of the mews houses, the vehicular access gate and all other boundary treatments has been submitted to, and approved in writing by, the local planning authority. The boundary treatment shall be completed before the development is occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the amenity of neighbouring residents and the character of the locality in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan.

17. Communal Television Equipment

Prior to the occupation of the development, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the building and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

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

18. Noise

The development hereby permitted shall not be occupied until a verification noise assessment demonstrating compliance with relevant noise criteria and confirming necessary mitigation (at both the dwellings and in relation to installed external mechanical plant) in accordance with the approved Noise Assessment by Hawkins Environment (Dated 6th July 2022) shall be submitted and approved in writing by the local planning authority. The sound insulation measures shall thereafter be retained.

REASON: To safeguard the amenities of the future occupiers of the flats from undue noise and vibration transmission.

19. Noise

The noise emitted from any external mechanical plant or ventilation hereby permitted, shall at all times be at least 10dB(A) below the background noise levels within the curtilages of the nearest noise sensitive premises, and not perceptible at any point within those curtilages (to include gardens, building facades and windows).

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

20. Secure by Design

Evidence of certification of Secure by Design Accreditation for the development (silver or gold) 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.

21. Cycle Parking

Prior to occupation of the development full details of cycle parking in relation to all dwelling and the commercial unit shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be fully implemented, made available prior to first occupation and maintained thereafter in perpetuity.

REASON: To ensure sufficient on-site cycle parking facilities are provided and to encourage sustainable travel in accordance with Policy T5 of the London Plan 2021.

22. Emergency Planning

The flats hereby approved shall not be first occupied until a document outlining Emergency Planning (in the event of any flooding) for future occupiers of the site has been submitted to, and agreed in writing by, the local planning authority. The development hereby approved shall be operated in accordance with the Plan so agreed, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure the safety of future occupiers on site in the event of flooding as the main highway is in a flood risk area.

23. Energy and Sustainability

The development shall be undertaken in accordance with the Energy & Sustainability Statement. Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the final completion of the development a post construction assessment shall be undertaken demonstrating compliance with the approved Energy and Sustainability Statement (15th September 2022) 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 and local policies.

24. Part M Dwellings

The development hereby permitted shall be constructed to include 90 per cent of the new homes to meet Building Regulations requirement Part M M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting Building Regulations requirement Part M M4(3) 'wheelchair user dwellings' and thereafter retained in that form.

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

25. Use of flat roof

The flat roof areas of the building beyond any balconies or terraces, 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 residents.

26. Flues and pipework

Other than those shown on the approved drawings, no soil stacks, soil vent pipes, flues, ductwork or any other pipework shall be fixed to the elevations of the buildings hereby approved.

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

27. Obscure Glazing

Any window(s) located in the stairwell facing the side boundary of the approved development shall:

- a) be of purpose-made obscure glass,
 - b) be permanently fixed closed below a height of 1.7 metres above finished floor level,
- and shall thereafter be retained in that form.

REASON: To safeguard the amenity of neighbouring residents.

28. Restriction To Telecommunication Items

Notwithstanding the provisions of the Electronic Communications Code Regulation 5 (2003) in accordance with The Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that order with or without modification), no development which would otherwise fall within Schedule 2, Part 16, Class A of that order shall be carried out in relation to the development hereby permitted without the prior written permission of the local planning authority.

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

29. Permitted Development Restriction 1

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

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity

30. Permitted Development Restrictions 2

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no development in relation to the proposed 4x3bedroom mews dwellinghouses (located at the rear of the site) which would otherwise fall within Classes A, B, D, E, F and G in Part 1 of Schedule 2, and Class AA of Part 20 of Schedule 2 to that Order shall be carried out without the prior written permission of the local planning authority.

REASON: To safeguard the character of the area by managing the amount of site coverage and size of dwelling in relation to the size of the plot and availability of amenity space, biodiversity and to safeguard the amenity of neighbouring residents.

31. Use Class Restrictions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no change of use falling under Classes M, MA, N, O or P in Part 3 of Schedule 2 of that Order shall take place within the commercial unit and it shall only operate under Class E or Class B8 of the Use Class Order 1987 (as amended) unless prior written permission of the local planning authority is sought.

REASON: To ensure a suitable use operates within the space given over to the commercial unit and that space shall not be converted to a poor quality residential unit.

Informatives

1. Policies

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2021)

The London Plan (2021):

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG4 Delivering the homes Londoners need

G1 Green Infrastructure

G5 Urban Greening

G6 Biodiversity and access to nature

SD6 Town centres and high streets

SD7 Town centre: development principles and Development Plan Documents

H1 Increasing housing supply

H2 Small Sites

H8 Loss of Existing housing and estate redevelopment

H9 Ensuring the best use of stock

H10 Housing Size mix

D1 London's form, character and capacity for growth

D3 Optimising site capacity through the design-led approach

D5 Inclusive design

D6 Housing quality and standards

D7 Accessible housing

D10 Basement Development

D11 Safety, security and resilience to emergency

D12 Fire Safety

E9 Retail, markets and hot food takeaways

E10 Visitor infrastructure

T4 Assessing and Mitigating transport impacts

T5 Cycling

T6 Car Parking

T6.1 Residential Parking

T7 Deliveries, servicing and construction

SI 1 Improving air quality

SI 2 Minimising greenhouse gas emissions

SI 3 Energy infrastructure

SI 4 Managing heat risk

SI 5 Water infrastructure

SI 12 Flood Risk Management

SI 13 Sustainable drainage

S4 Play and informal recreation

Harrow Core Strategy (2012):

CS1, CS2

Harrow and Wealdstone Area Action Plan (2013)

AAP2, AAP4, AAP6, APP9, AAP12, AAP13, AAP15, AAP16, AAP18

Development Management Policies Local Plan (2013):

DM1, DM2, DM9, DM10, DM13, DM14, DM22, DM23, DM24, DM27, DM31, DM34, DM35, DM38, DM40, DM42, DM43, DM44, DM45, DM50

Adopted Supplementary Planning Documents:

London Plan Housing Supplementary Planning Guidance (2016)

Supplementary Planning Document: Residential Design Guide (2010)

Council's Code of Practice for the Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (February 2016)

Technical housing standards - nationally described space standard (2016)

2. Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. This decision has been taken in accordance with paragraphs 39-42 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3. Considerate Contractor Code of Practice

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

4. Party Wall Act

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

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

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

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

5. Compliance with Planning Conditions

IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences - You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.- Beginning development in breach of a planning condition will invalidate your planning permission.

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

6. Liability for Damage to Highway

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

7. Surface and foul water connections

The applicant is advised that the Drainage Authority in Harrow recommends the submission of a drainage plan, for their approval, indicating all surface and foul water connections and their outfall details. Please also note that separate systems are used in Harrow for surface water and foul water discharge. Please email infrastructure@harrow.gov.uk with your plans.

8. Thames Water

The applicant can contact Thames Water developer services by email: developer.services@thameswater.co.uk or by phone: 0800 009 3921 or on Thames Water website www.developerservices.co.uk for drainage connections consent.

9. Street Numbering

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

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

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

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

10 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 £62,931.82

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 planning portal website where you can download the appropriate document templates.

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

https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf

https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf

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

https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf

The above forms should be emailed to HarrowCIL@Harrow.gov.uk

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

11 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 £169,972.10

This amount includes indexation which is 326/224. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

The CIL Liability is payable upon the commencement of development.

You are advised to visit the [planningportal](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/cil_questions.pdf

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

https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf

The above forms should be emailed to HarrowCIL@Harrow.gov.uk

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


12 **INFORM67 - Fire Safety Statement.** The submission/approval of the Fire Safety Statement does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations.

13 The application site is located close to a military airfield. Future occupants should be made aware that military aircraft may be seen and heard operating in the area and that aircraft may overfly the site. Aircraft types, flight paths and ground based activity can vary over time and this may cause disturbance.

14 Design out crime

The applicant is advised to engage with the Designing Out Crime Officer at an early stage of the detailed design stage in respect of meeting the requirement of Secured by Design condition. The officer (Danny McPhail) can be contacted on Danny.J.M.McPhail@met.police.uk

CHECKED

 <p>Orla Murphy Head of Development Management</p> <p>11th May 2023</p>	 <p>Viv Evans Chief Planning Officer</p> <p>12th May 2023</p>
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APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOGRAPHS

Front elevation:



Rear of the subject site (as viewed from vacant site at 2 Fairholme Road)



Blue point court to the east:



Lindal Hotel to the West:



Tesco superstore opposite site:



Site as viewed from South Hill Ave to southwest (No.190-194 on the right, No.198 on the left).

No.18 Fairholme Road



Vacant site at No.2 Fairholme Road (to the rear of subject site)

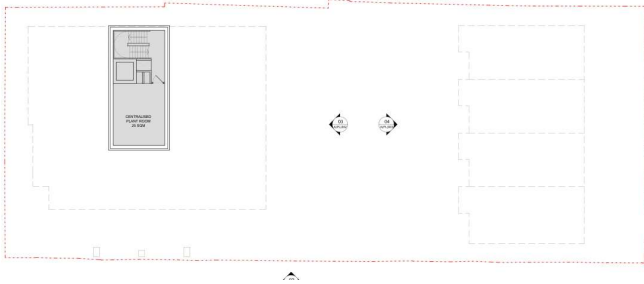


Two-storey Yogeshwar House which is accessed from Fairholme Road to the rear of the site, and appears to be a church/community building. Rear extension on subject site is also visible on the left.



APPENDIX 4: PLANS AND ELEVATIONS

Proposed Basement Plan



Existing Ground Floor Plan



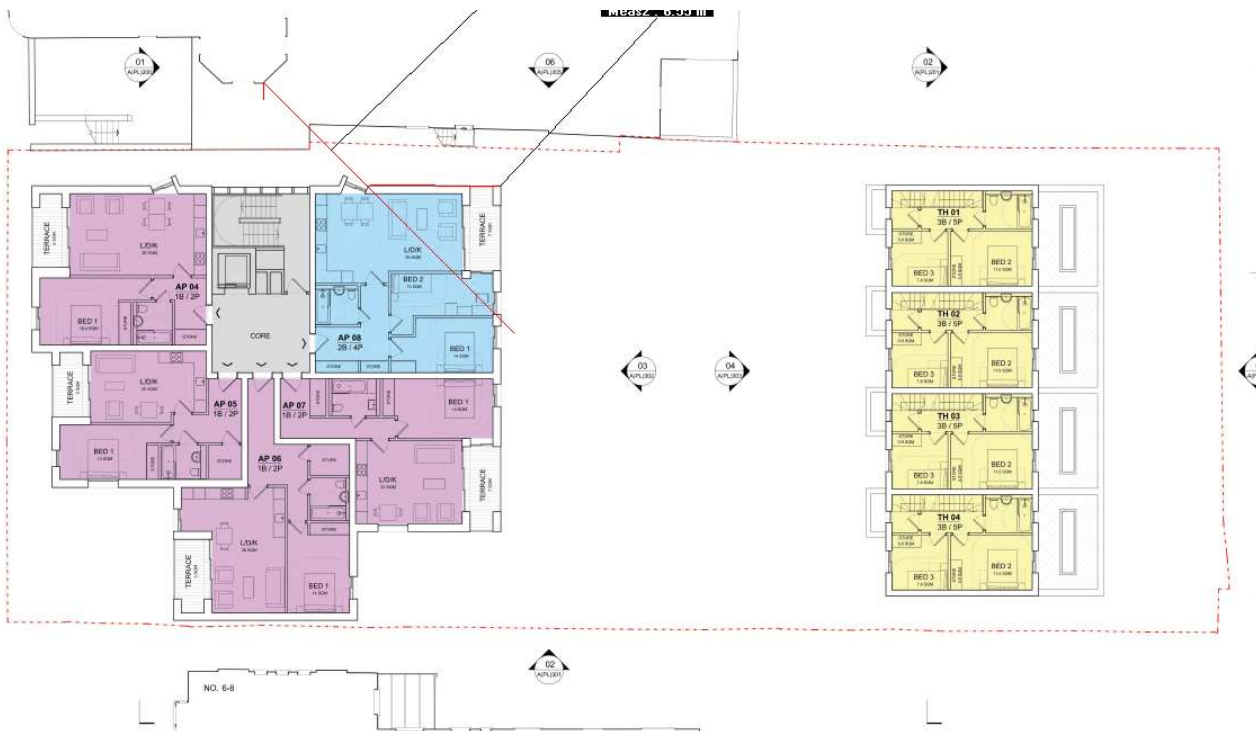
Proposed Ground Floor Plan



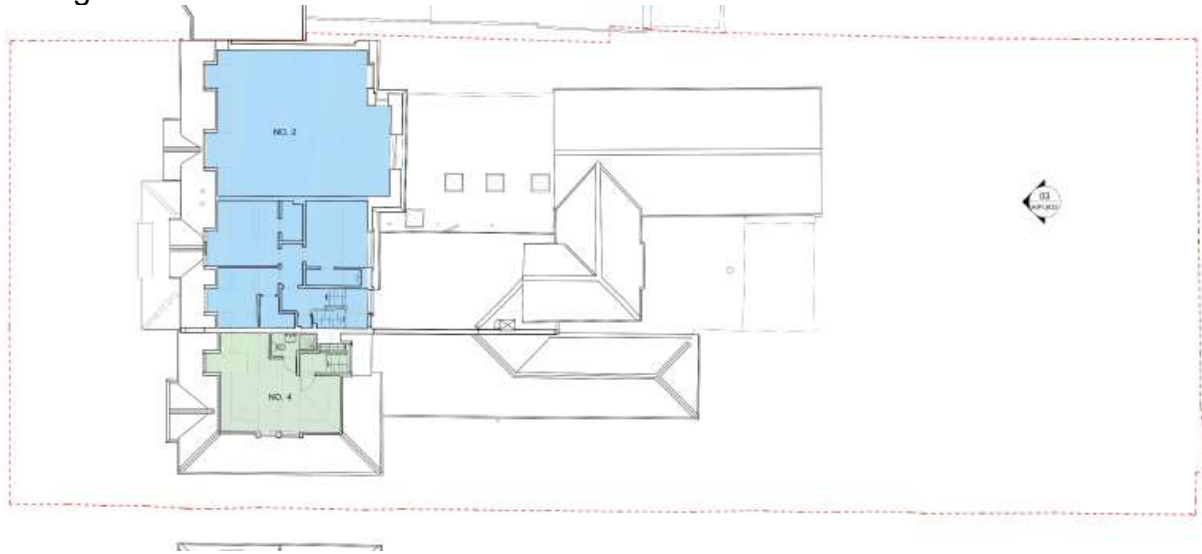
Existing First Floor



Proposed First Floor Plan



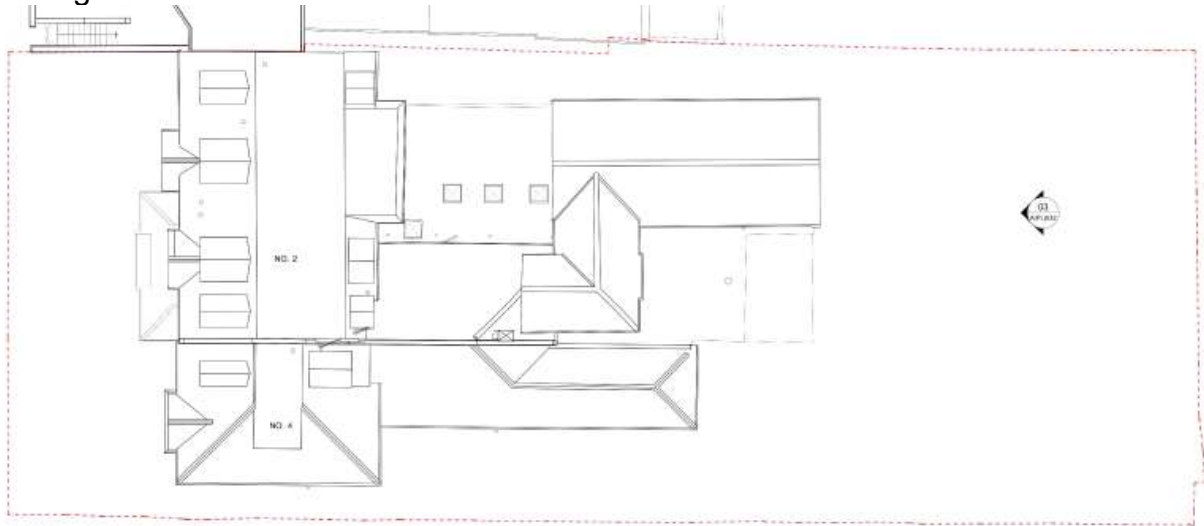
Existing First Floor Plan



Proposed Second Floor Plan



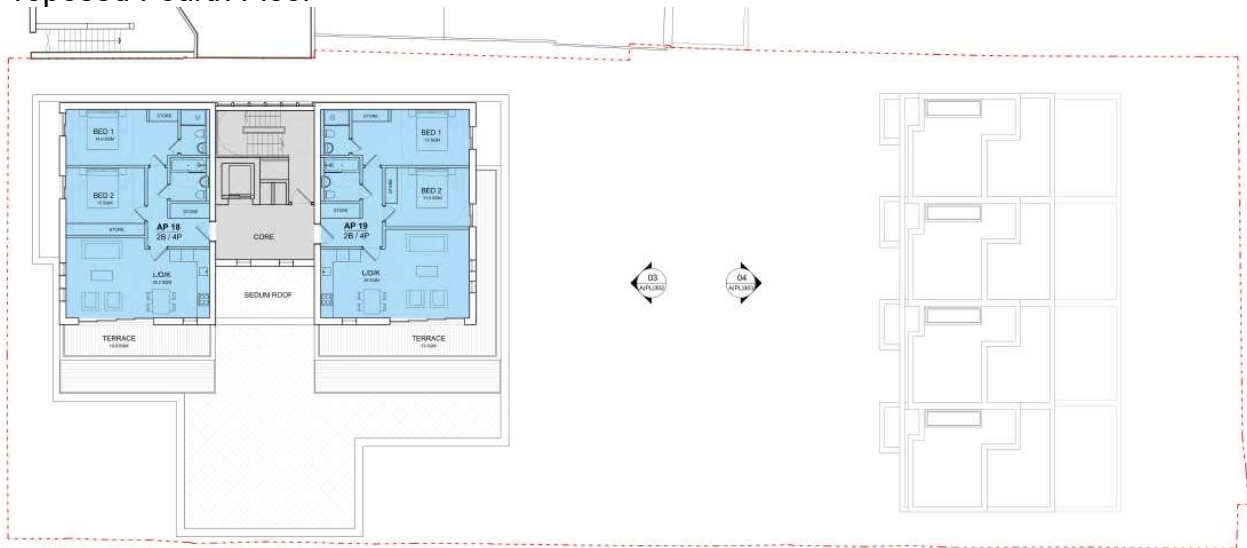
Existing Roof Plan



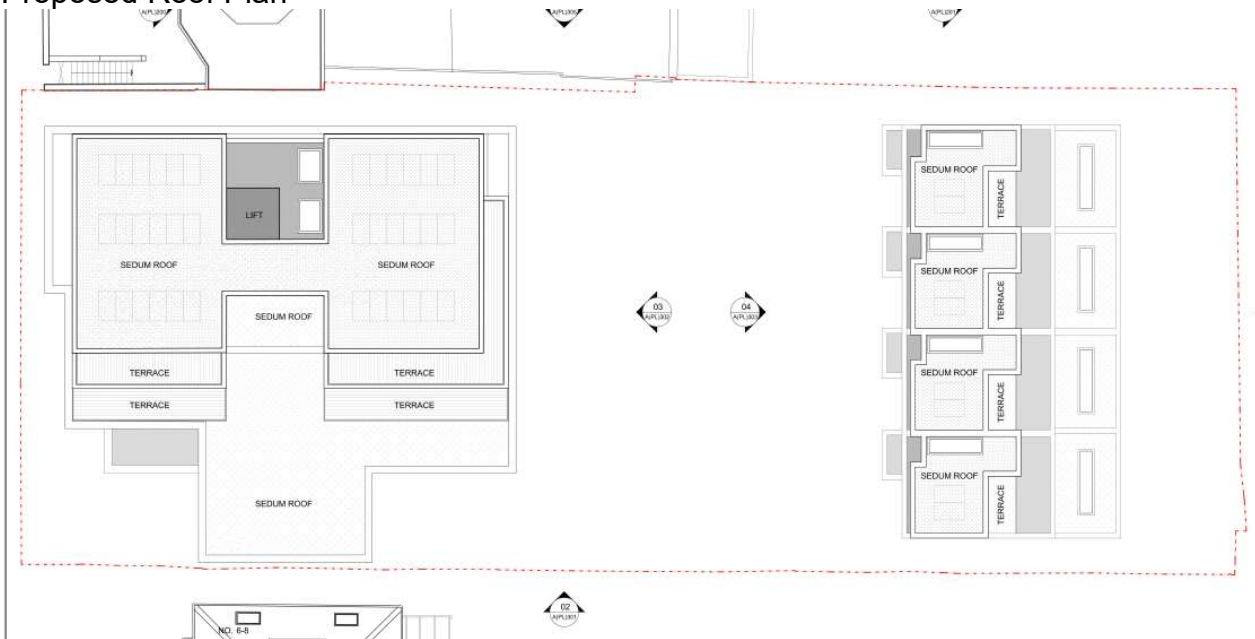
Proposed Third Floor Plan



Proposed Fourth Floor



Proposed Roof Plan



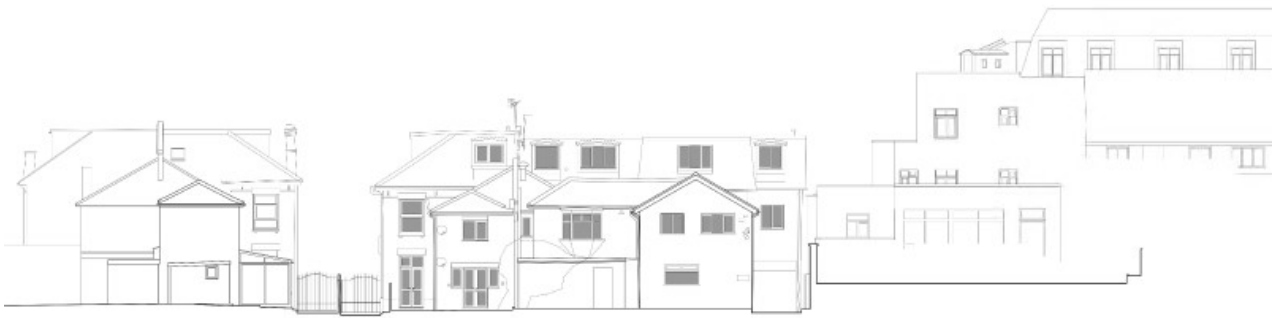
Existing Front Elevation



Proposed front elevation



Existing Rear Elevation



Proposed Rear Elevation



Existing West Side Elevation



Proposed West Side Elevation



Existing East Side Elevation



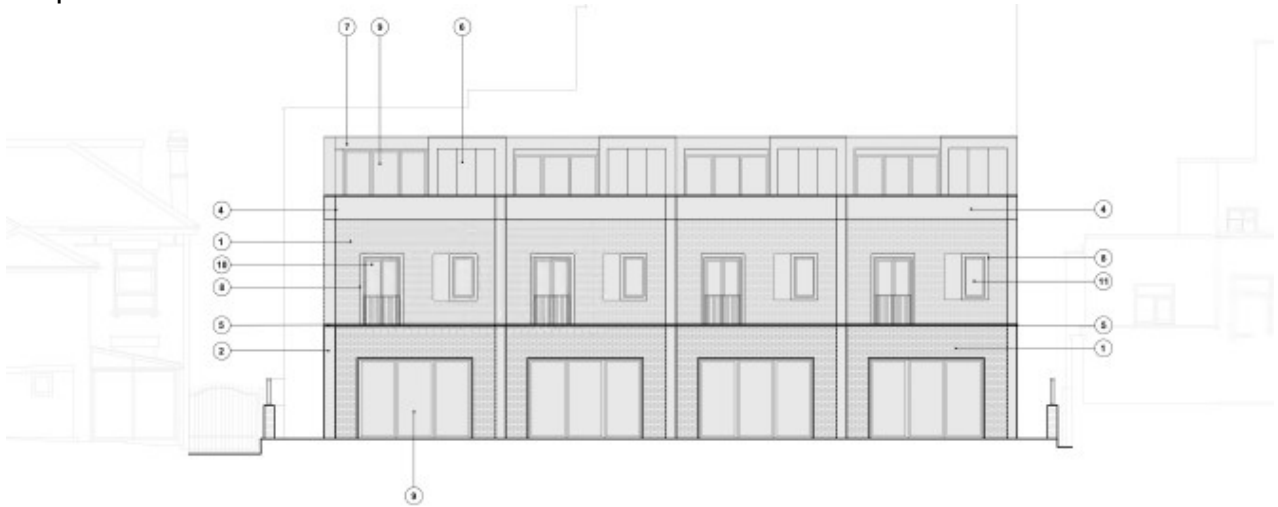
Proposed East Side Elevation



Proposed Mews House Front Elevation



Proposed Mews House Rear Elevation



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