



Planning Committee Agenda

Date: Wednesday 17 April 2024

Time: 6.30 pm

Venue: The Auditorium - Harrow Council Hub, Kenmore Avenue, Harrow, HA3 8LU

Membership (Quorum 3)

Chair: Councillor Marilyn Ashton

Conservative Councillors: Christopher Baxter (VC)
Samir Sumaria
Zak Wagman

Labour Councillors: Ghazanfar Ali
Peymana Assad
Nitin Parekh

Conservative Reserve Members:

1. Anjana Patel
2. Norman Stevenson
3. Salim Chowdhury
4. Nicola Blackman

Labour Reserve Members:

1. Simon Brown
2. Kandy Dolor
3. Rashmi Kalu

Contact: Rita Magdani, Senior Democratic & Electoral Services Officer
Tel: 07707 138582 E-mail: rita.magdani@harrow.gov.uk

Scan this code for the electronic agenda:



Useful Information

Joining the Meeting virtually

The meeting is open to the public and can be viewed online at [London Borough of Harrow webcasts](#)

Attending the Meeting in person

Directions by car:

Go along Kenmore Avenue and head towards the Kenton Recreation Ground. When approaching the end of the Kenmore Avenue turn right before reaching the Kadwa Patidar Centre.

The venue is accessible to people with special needs. If you have specific requirements, please contact the officer listed on the front page of this agenda.

You will be admitted on a first-come-first basis and directed to seats.

Please:

- (1) Stay seated.
- (2) Access the meeting agenda online at [Browse meetings - Planning Committee](#)
- (3) Put mobile devices on silent.
- (4) Follow instructions of the Security Officers.
- (5) Advise Security on your arrival if you are a registered speaker.

Filming / recording

This meeting may be recorded or filmed, and if you choose to attend, you will be deemed to have consented to this. Any recording may be published on the Council website.

Agenda publication date: Tuesday 9 April 2024

Agenda - Part I

Guidance Note for Members of the Public attending the Planning Committee (Pages 5 - 8)

1. **Attendance by Reserve Members**
To note the attendance at this meeting of any duly appointed Reserve Members.
2. **Right of Members to Speak**
To agree requests to speak from Councillors who are not Members of the Committee.
3. **Declarations of Interest**
To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from all Members present.
4. **Minutes** (Pages 9 - 12)
That the minutes of the meeting held on 13 March 2024 be taken as read and signed as a correct record.
5. **Public Questions**
To note any public questions received.

Questions will be asked in the order in which they were received. There will be a time limit of 15 minutes for the asking and answering of public questions.

[The deadline for receipt of public questions is 3.00 pm, 12 April 2024. Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

6. **Petitions**
To receive petitions (if any) submitted by members of the public/Councillors.
7. **Deputations**
To receive deputations (if any).
8. **References from Council and other Committees/Panels**
To receive references from Council and any other Committees or Panels (if any).
9. **Addendum**
To Follow
10. **Representations on Planning Applications**
To confirm whether representations are to be received, under Committee Procedure Rule 29 (Part 4B of the Constitution), from objectors and applicants regarding planning applications on the agenda.

Planning Applications Received

Report of the Chief Planning Officer - circulated separately.

Members are reminded that, in accordance with the Planning Protocol, where Councillors disagree with the advice of the Chief Planning Officer, it will be the Members'

responsibility to clearly set out the reasons for refusal where the Officer recommendation is for grant. The planning reasons for rejecting the Officer's advice must be clearly stated, whatever the recommendation and recorded in the minutes. The Officer must be given the opportunity to explain the implications of the contrary decision.

11. **Section 1 - Major Applications**

(a)	1/01 395 Kenton Lane HA3 8RZ - P/2024/22	KENTON WEST	GRANT SUBJECT TO LEGAL AGREEMENT	(Pages 13 - 70)
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12. **Section 2 - Other Applications recommended for Grant**

(a)	2/01 Heathland School, Eastcote Lane, HA2 9AG - PL/0459/23	ROXBOURNE	GRANT	(Pages 71 - 108)
(b)	2/02 40a Somervell Road, HA2 8TT & 1 Carlyon Avenue, HA2 8SU - PL/0294/24	ROXETH	GRANT	(Pages 109 - 176)

13. **Section 3 - Other Applications recommended for Refusal**

14. **Section 4 - Consultations from Neighbouring Authorities - NIL**

15. **Any Other Urgent Business**

Which cannot otherwise be dealt with.

Agenda - Part II - NIL

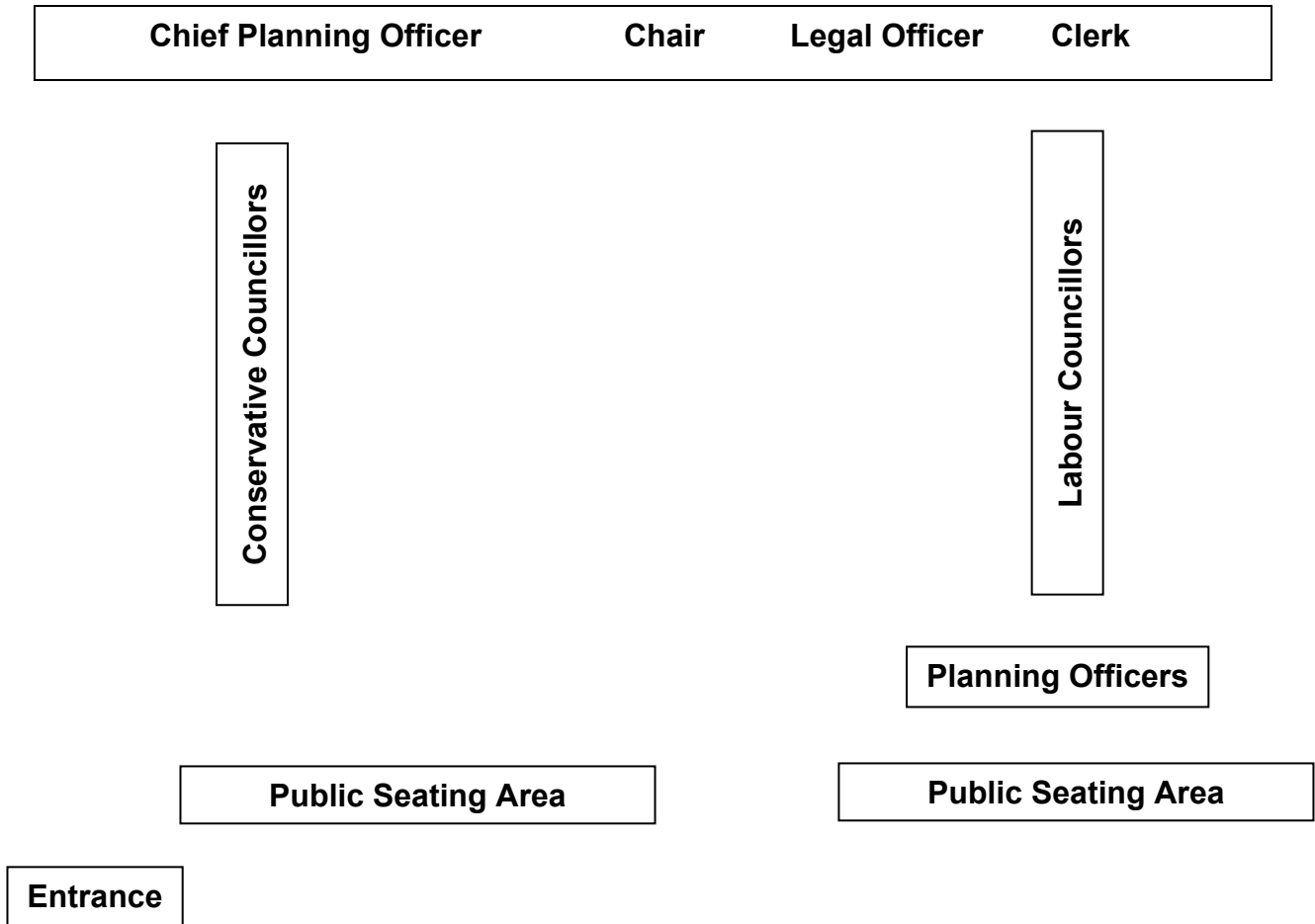
Data Protection Act Notice

The Council will record the meeting and will place the recording on the Council's website.

[**Note:** The questions and answers will not be reproduced in the minutes.]

Guidance Note for Members of the Public attending the Planning Committee

Typical Planning Committee layout for the Auditorium



Order of Committee Business

It is the usual practice for the Committee to bring forward to the early part of the meeting, those planning applications where notice has been given that objectors wish to speak, or where members of the public have come to hear the debate. However, often the agendas are quite long and the Committee may want to raise questions with officers and enter into detailed discussion over particular applications. This means that members of the public may have to wait some time before the application they are interested in is discussed. Additionally, the Committee may take a short break around 8.30 pm.

Rights of Objectors & Applicants to speak at Planning Committees

[Please note that objectors may only speak if they requested to do so by 5.00 pm on the working day before the meeting]

In summary, where a planning application is recommended for grant by the Chief Planning Officer, a representative of the objectors may address the Committee for up to 3 minutes. Where an objector speaks, the applicant has a right of reply. The Planning Service advises neighbouring residents and applicants of this procedure.

The Planning Committee is a formal quasi-judicial body of the Council with responsibility for determining applications, hence the need to apply rules governing the rights of public to speak. Full details of this procedure are set out in the Council's Constitution, which also provides useful information for Members of the public wishing to present petitions, deputations or ask public questions at Planning Committee, and the rules governing these. The relevant pages of the Constitution can be accessed via this link:

[Harrow Council Constitution - Part 4B Committee Procedure Rules](#)

Addendum

In addition to the agenda, an Addendum is produced on the day before the meeting, with any final updates included in a second Addendum on the day of the meeting. These documents update the Committee on any additional information received since the formal agenda was published and also identifies any applications which have been withdrawn by applicants or which officers are recommending for deferral.

A limited number of hard copy agendas and addendums are available for the public in the Auditorium from approximately 6.00 pm onwards on the day of the meeting.

Decisions taken by the Planning Committee

The types of decisions commonly taken by the Planning Committee are set out below:

Refuse permission:

Where a proposal does not comply with the Council's (or national) policies or guidance and the proposal is considered unacceptable, the Committee may refuse planning permission. The applicant can appeal to the Secretary of State against such a decision. Where the Committee refuse permission contrary to the officer recommendation, clear reasons will be specified by the Committee at the meeting.

Grant permission as recommended:

Where a proposal complies with the Council's (or national) policies or guidance and the proposal is considered acceptable, the Committee may grant permission. Conditions are normally imposed.

Minded to grant permission contrary to officer's recommendation:

On occasions, the Committee may consider the proposal put before them is acceptable, notwithstanding an officer recommendation of refusal. In this event, the application will be deferred and brought back to a subsequent meeting. Renotification will be carried out to advise that the Committee is minded to grant the application.

Defer for a site visit:

If the Committee decides that it can better consider an application after visiting the site and seeing the likely impact of a proposal for themselves, then the application may be deferred until the next meeting, for an organised Member site visit to take place.

Defer for further information/to seek amendments:

If the Committee considers that it does not have sufficient information to make a decision, or if it wishes to seek amendments to a proposal, the application may be deferred to a subsequent meeting.

Grant permission subject to a legal agreement:

Sometimes requirements need to be attached to a planning permission which cannot be dealt with satisfactorily by conditions. The Committee therefore may grant permission subject to a legal agreement being entered into by the Council and the Applicant/Land owner to ensure these additional requirements are met.

(Important Note: *This is intended to be a general guide to help members of the public understand the Planning Committee procedures. It is not an authoritative statement of the law. Also, the Committee may, on occasion, vary procedures).*

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Planning Committee

Minutes

13 March 2024

Present:

Chair: Councillor Marilyn Ashton

Councillors: Christopher Baxter
Simon Brown
Nitin Parekh
Norman Stevenson
Samir Sumaria

Apologies received: Councillor Ghazanfar Ali
Councillor Peymana Assad
Councillor Zak Wagman

Absent: Councillor Kandy Dolor

314. Attendance by Reserve Members

RESOLVED: To note the attendance at this meeting of the following duly appointed Reserve Members:

Ordinary Member

Councillor Ghazanfar Ali
Councillor Peymana Assad
Councillor Zak Wagman

Reserve Member

Councillor Kandy Dolor
Councillor Simon Brown
Councillor Norman Stevenson

315. Right of Members to Speak

RESOLVED: That no Members, who were not members of the Committee, had indicated that they wished to speak at the meeting.

316. Declarations of Interest

RESOLVED: To note that there were none.

317. Minutes

RESOLVED: That the minutes of the meeting held on 14 February 2024 be taken as read and signed as a correct record.

318. Public Questions, Petitions, Deputations

RESOLVED: To note that no public questions were put, or petitions or deputations received.

319. References from Council and other Committees/Panels

RESOLVED: To note that there were none.

320. Quarterly Calendar Year Appeals Report (Quarter 4)

The Committee received a report on the latest appeals received from November 2023 to March 2024.

DECISION: NOTED.

Resolved Items

321. 2/01 Canons High School, Shaldon Road, HA8 6AL PL/0117/23

PROPOSAL:

Creation of a single storey building (use class F1(a))

RECOMMENDATION:

The Committee was asked to:

- 1) Agree the reasons for approval as set out in the report and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of the report.

DECISION: GRANTED subject to the conditions set out in the Officer's report.

The Committee wished it to be recorded that the decision to approve the application was unanimous.

**322. 2/02 Unit 15, Waverley Industrial Estate, Hailsham Drive, HA1 4TR
P/2698/23**

PROPOSAL:

Change of use from B2 to flexible use of classes E(g)(ii) and/or E(g)(iii) and/or B2 and/or B8.

RECOMMENDATION:

The Committee was asked to:

- 1) Agree the reasons for approval as set out in the report and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of the report.

DECISION: GRANTED subject to the conditions set out in the Officer's report.

The Committee wished it to be recorded that the decision to approve the application was unanimous.

323. 3/01 8 Tintagel Drive, Stanmore, HA7 4SR PL/0817/23

PROPOSAL:

First Floor Side to Rear Extension; Single Storey Rear Extension; External Alterations.

RECOMMENDATION:

The Committee was asked to refuse the application for the following reason:

The proposed first floor side to rear extension by reason of its cumulative poor design and the excessive depth of the first floor rear element of the extension, in conjunction with its prominent corner siting would result in an unneighbourly, dominant and incongruous form of development and an uncharacteristic loss of openness to the spatial setting of the locality, as well as resulting in an overbearing impact and perceived overlooking of the front garden of no.10 Tintagel Drive, to the detriment of the character and appearance of the existing dwellinghouse and the area, and the residential amenity of the occupiers of the adjacent dwelling, no. 10 Tintagel Drive contrary to the National Planning Policy Framework (2023), Policy D3.D(1), (7) and (11) of The London Plan (2021), Core Policy CS1 B of the Harrow Core Strategy (2012), Policy DM1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document Residential Design Guide (2010).

DECISION: REFUSED

The Committee wished it to be recorded that the decision to refuse the application was unanimous.

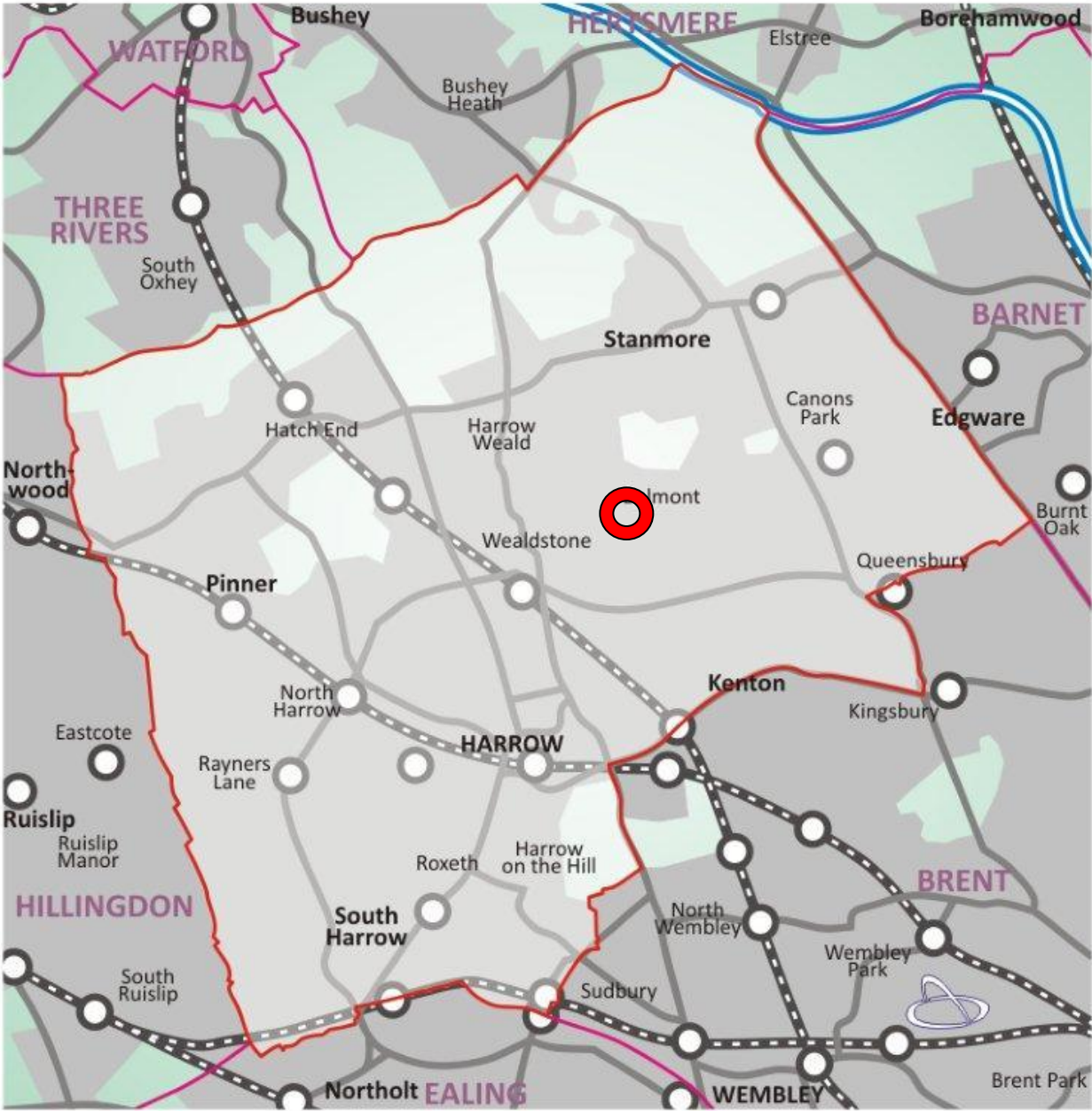
The recording of this meeting can be found at the following link:

<https://www.harrow.gov.uk/virtualmeeting>

(Note: The meeting, having commenced at 6.30 pm, closed at 7.23 pm).

(Signed) Councillor Marilyn Ashton
Chair

 = application site



395 Kenton Lane, Harrow HA3 8RZ **P/2024/22**

Location Plan



395 KENTON LANE, BELMONT CIRCLE, HARROW.

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

17th April 2024

APPLICATION NUMBER: P/2024/22
VALIDATE DATE: 4th JULY 2022
LOCATION: 395 KENTON LANE, HARROW
WARD: KENTON WEST
POSTCODE: HA3 8RZ
APPLICANT: MR GADSON
AGENT: HGH CONSULTING
CASE OFFICER: MONGEZI NDELA
EXPIRY DATE: 30TH JULY 2024 (EOT)

PROPOSAL

Redevelopment To Provide Four Storey Building Comprising Of Two Commercial Units To Ground Floor (Use Class E) One Self Contained Flat To Ground Floor And Twelve Flats To Upper Floors (2 X 1 Bed And 11 X 2 Bed); Landscaping; Bin And Cycle Stores

RECOMMENDATION

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 completion of a 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 and subject to any comments and objections that are received as a result of the site notice/advertisements which expires on 4th August 2023 being addressed to the satisfaction of the Chief Planning Officer In addition, the requirement for the formal consultation expiry of the Site Notice, erected on 4th April 2024. The Legal Agreement Heads of Terms would cover the following matters:
 - a. Affordable Housing – early and late-stage review of the development as per the Mayor’s SPG.
 - b. Harrow Employment and Training Initiatives: Employment and Training Plan and financial contribution towards local training and employment initiatives prior to commencement - £9,150.
 - c. Carbon offsetting contribution - £17,744
 - d. 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 residents parking permit or a visitor permit. A contribution in accordance with the adopted fees and charges is required to amend the Traffic Management Order

- e. Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.
- f. Legal Agreement Monitoring fee of £2,000.

RECOMMENDATION B

That if the Legal Agreement is not completed by 30th July 2024 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:

The proposed development, in the absence of a legal agreement to provide appropriate Harrow Employment and Training Initiatives, Carbon offsetting provision and provision for restriction of resident parking permits would fail to comply with the requirements of policies SI 12, T6 of The London Plan (2021), policy CS1 of the Harrow Core Strategy (2012), and Policies DM42, DM43 and DM50 of the Harrow Development Management Policies Local Plan 2013 and would therefore be unacceptable.

REASON FOR THE RECOMMENDATIONS

The proposal would contribute towards housing stock within the Borough and the principle of redeveloping the site in order to provide additional residential accommodation is considered acceptable.

The proposed development would appropriately relate to the site, local context, massing and architectural appearance and would bring forward housing provision of a satisfactory layout and design to ensure that the future occupiers would benefit from an acceptable standard of living accommodation.

Furthermore, it is considered that the proposal would not have an unduly harmful impact on the character of the surrounding area, or the residential amenities of the neighbouring or future occupiers and the design is considered to be sympathetic to the character of the local area.

Accordingly, weighing up the development plan policies and proposals along with other material considerations including comments received in response to notification and consultation as set out below, Officers consider and conclude that, subject to planning conditions, the proposed development is acceptable and worthy of support. In accordance with the National Planning Policy Framework, including its presumption in favour of sustainable development, and subject to conditions, Officers recommend that the application is approved.

INFORMATION

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

Statutory Return Type:	Small Scale Major Other
Council Interest:	N/A
Net additional Floorspace:	Approx. 1250sqm (Commercial – 291sqm Residential - 959sqm)
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£75,000
Local CIL requirement:	£134,590

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In determining this planning application, the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 CRIME & DISORDER ACT

Policy D11 of the London Plan (2021) and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk. However, a condition has been recommended for evidence of certification of Secure by Design Accreditation for the development to be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

1.0 SITE DESCRIPTION

- 1.2 The application site is located to the south west of Kenton Lane close to Belmont Circle. Kenton Lane is classified as a distributor road, and the site is located within a non-designated frontage of the Belmont Local Centre.
- 1.3 The site area is 0.10 ha. Below is an aerial photograph of the application site.



Figure 1: Aerial photograph showing the application site (approximate site boundary indicated in red)

- 1.4 The site previously comprised a single storey building with associated forecourt, which was used as a MOT Service Centre (Sui Generis). However, the MOT centre was ceased following extensive fire damage to the building, which has subsequently been demolished. The site now operates as a car wash.
- 1.5 The entirety of the site is covered in hardstanding, and includes a lean-to shelter, and a temporary container at the front of the site, to facilitate the existing car wash use. The site has two existing vehicle crossovers that provide access onto Kenton Lane.
- 1.6 Located to the north-east of the site on the opposite side of Kenton Lane is a parade of commercial units that includes a small Tesco Metro store. Further to the north on the corner of the opposite side with the Belmont Circle Roundabout is a Petrol Service Station (Esso). Above the parade of shops, an additional three storeys have been constructed to facilitate 26 flats (P/2087/19). To the south of the Tesco store is a break in the building line, where an accessway cuts between the store and a terrace block of flats. Adjacent to the north-west of the subject site (on the same side of Kenton Lane) is a terraced parade of shops (Warwick Parade) with residential flats located above. This parade of shops is located within the designated frontage of the Local Centre. Immediately to the south-east of the site

are the single storey Belmont Community Hall and a public car park. To the south-west behind the site is a service road that runs from Kenmore Avenue to Kingshill Drive. Beyond this are some garages and the rear gardens of residential properties that front onto Elgin Avenue.

- 1.7 Planning permission (reference P/2652/12) was granted on 29 November 2012 for the redevelopment of the site to provide 8 flats and 370 sqm of retail floor space (Class A1) in a four-storey building, with alterations to an existing crossover and the formation of a new crossover. There has been works carried out to demolish the previous building and forecourt, and it was established in the 2015 appeal (APP/M5450/W/15/3027406) that the 2012 permission has been implemented.
- 1.8 In 2021, an application (P/1497/21) was refused which sought “*Redevelopment to provide four storey building comprising of fifteen flats (2 x 1 bed and 13 x 2 bed); installation of 2.1M high access gate at side; landscaping; bin and cycle stores*”.
- 1.9 The site is located within the Belmont Circle Local Centre, which provides a diverse mix of retail and service uses. The site has a Public Transport Accessibility Level (PTAL) of 3 which is considered moderate.

2.0 PROPOSAL

- 2.1 The application proposes the redevelopment of the site to provide four storey building comprising of thirteen flats; installation of 2.1m high access gate at side; landscaping; bin and cycle stores.
- 2.2 The proposal would provide 2 x 1bed and 11 x 2bed units, these would be accessed by one main access core.
- 2.3 The fourth storey is set back from the principal elevation, and the development has a flat roof.
- 2.4 The proposed building would be predominantly brick and render with powder coated aluminium windows, with brick headers and cills, with stone bands and surround detailing.
- 2.5 The proposed development adjoins No.397 Kenton Lane but is set away from the side boundary with Belmont Community Hall, which creates a vehicle access to the car park at the rear of the site, which is gated.
- 2.6 There would be 11 car parking spaces on-site including 3 spaces with electric charging points, and one disabled parking space.
- 2.7 A total of 32 cycle parking spaces are proposed, both internal and external. Secure internal refuse storage is proposed to serve all residential units.

3.0 **RELEVANT PLANNING HISTORY**

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

Ref no.	Description	Status & date of decision
P/2652/12	Redevelopment to provide 8 flats and 370 sqm of retail floor space (a1) in a four storey building with alterations to an existing cross over and the formation of a new cross over; demolition of existing building (mot service centre)	Grant 29/11/2012
P/3598/14	Construction of four storey residential building (use class c3) to provide two x one-bedroom flats and thirteen x two-bedroom flats on former site of mot testing centre (use class sul generis); parking at rear; landscaping at front and rear; boundary treatment	Refused 03/02/2015 <i>Appeal</i> <i>Dismissed</i> 23/09/2015
P/1497/21	Redevelopment to provide four storey building comprising of fifteen flats (2 x 1 bed and 13 x 2 bed); installation of 2.1M high access gate at side; landscaping; bin and cycle stores	Refused 28/01/2022

3.2 Application P/3598/14 was refused for the following reasons:

1. *The proposal would introduce an inappropriate residential use on the ground floor of the subject premises, which would be incompatible and at odds with the functioning of the Belmont Local Centre, to the detriment of the viability and vitality of the Local Centre, contrary to the National Planning Policy Framework (2012), Policies 2.15 and 4.8 of The London Plan (2011) and Policies DM 38, DM 39 and DM 40 of the Harrow Development Management Policies Local Plan (2013).*
2. *The proposal, as a result of being capable of providing more than ten residential units, fails to provide affordable housing to the Boroughs housing stock. In the absence of a robust viability assessment to demonstrate that the proposal would be unviable to make such a provision, the proposal fails to address the key aims of Policies 3.11 and 3.13 of The London Plan (2011), Policy CS1.J of the Harrow Core Strategy (2012), Policies DM 24 and DM 50 of the Harrow Development Management Policies Local Plan (2013) and adopted Supplementary Planning Document: Planning Obligations and Affordable Housing (2013).*
3. *The proximity of the ground floor flats front rooms habitable windows, to the communal pathway at the front and the Kenton Lane public highway would not provide for a defensible buffer, and would result in direct overlooking of the windows from members of the public and poor outlook from those*

windows, to the detriment of the residential amenities of the potential future occupiers of the flats, contrary to Policy 7.6B of The London Plan (2011), Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document Residential Design Guide (2010).

- 3.3 The applicant appealed the decision (APP/M5450/W/15/3027406, dated 18th August 2015), and the Inspector concluded the following:

'I conclude that the development would harm the vitality and viability of the Belmont Local Centre. It would conflict with DMP Policies DM39, DM38, and DM40 of the Development Management Policies Local Plan (DMP) (2013). DMP Policy 39 states that residential use of ground floor premises within town centres will not be permitted under any circumstances. DM38 indicates that residential is not an appropriate use of ground floor premises in neighbourhood parades and non-designated frontages of town centres and such uses will be resisted. DM40 supports mixed use development within town centres, having regard to the role and function of the centre, amongst other things. These policies are consistent with the Framework, insofar as it seeks to recognise town centres as the heart of their community and pursue policies to support their vitality and viability.'

'I conclude that there is insufficient information provided in the appellant's Financial Viability Assessment to demonstrate that the proposal cannot support any affordable housing. The development would therefore be contrary to CS Policy CS1.J. It would also fail to accord with DMP Policy DM24, which seeks to provide an appropriate mix of housing on site and DMP Policy DM50, which states that planning obligations will be sought on a scheme by scheme basis to secure the provision of affordable housing in relation to residential development schemes.'

'I conclude that the development, by reason of its design and layout, would provide satisfactory living accommodation, and would comply with the design and amenity objectives of DMP Policy DM1, and the Residential Design Guide (2010).'

4.0 CONSULTATION

- 4.1 A total of 80 consultation letters were sent to neighbouring properties regarding this application on 4th July 2022. An advertisement was placed in the Harrow Times and Harrow Observer on 7th July 2022. A site notice was produced in July 2022 but not erected and a new site notice has been erected again on 4th April 2024. All adverts, site notices and consultation letters described the proposal as a Major Development,

- 4.2 One objection was received.

- I object to this proposed development on the grounds that there has recently been a development across the road (above Tesco's) increasing the traffic and additional people in the area. This development would increase again the number of residents in a small area, putting pressure on car parking, schools, etc. Currently the only building is low level and building on the site would create a more hemmed in claustrophobic

feeling, especially with the building opposite being so high too. There is no mention of car parking facilities. The surrounding roads are already congested.

- **Officer Response:**

The site is located in a sustainable brownfield location suitable for a development of this type. The principle of development had been established through the course of planning history. The proposals are not considered to be detrimental to surrounding uses including schools, car parking or medical facilities. Furthermore, the proposal is unlikely to cause significant harm to the existing highway network.

4.3 A summary of the consultation responses received along with the Officer comments are set out in the table below: -

Consultee and Summary of Comments
<p>Transport for London No comments other than the to emphasise the development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 – 10.6 (Inclusive). Cycle parking should comply with the London Cycling Design Standards.</p>
<p>LBH Secure By Design Officer From viewing the on line plans, the venue can achieve a Secured By Design accreditation. However, some minor changes will be required, without addressing the cycle store, postal strategy, and a suitable gate and fencing this development will not be able to achieve any Secured by Design accreditation. The postal strategy is unclear, if external post boxes are planned, they will need to be tested and certified TS009 post boxes. If the postman has permitted access to the lobby a secure secondary door will be required. The access control system needs to be video and audio with no tradesmen button...vehicle gates will be required for the car park entrance, this gate should be brought forward to the building, because of the planned undercroft at the rear, and this gate must be a tested and certified gate. There should only be one entrance for the refuse store. The cycle storage plan is unacceptable, more information is required on the planned cycle storage, the cycles need to be in a secure unit not in an open undercroft area. A full list of security requirements and security product standards can be sent to the developers once planning permission has been approved. If planning is granted, I would strongly advise that a Secured By Design accreditation be part of the planning conditions for this development. Also if planning permission is given for this development the developers should</p>

contact myself, in order to achieve a safe standard of security for the future residence, and be able to achieve a secured by design accreditation.

LBH Policy

The principle of development of the site has been set by P/2652/12, insofar as loss of MOT, addition of residential and 370sqm of retail space.

LBH Highways

No objections subject to conditions.

LBH Drainage

No objections subject to conditions.

LBH Waste Management Policy Officer

No objections subject to conditions.

Landscape Officer

No objections subject to conditions.

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 2023] 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
- Affordable Housing and Housing Mix
- Design Quality, Townscape, and Visual Impact
- Quality of Living Environment Provided for Future Residents
- Impact on adjoining residential properties
- Traffic and Parking
- Development and Flood Risk
- Sustainability
- Noise and Air Pollution
- Contaminated Land
- Community Safety
- Fire Safety

6.2 **Principle of Development**

6.2.1 The relevant policies are:

- The National Planning Policy Framework (2023)
- The London Plan (2021): H1, H4, E9, SD6, SD7, D3, GG1
- Harrow Development Management Policies (2013): DM1, DM2, DM24; DM31; DM38, DM39, DM40
- Harrow's Core Strategy (2012): CS1
- MoL: Affordable Housing and Viability SPG (2017)
- Housing Design Standards LPG (2023)
- Harrow Planning Obligations SPD (2013)

6.2.2 The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development'. The NPPF defines 'sustainable development' as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The NPPF sets out the three overarching objectives of the planning system in achieving sustainable development is economic, social, and environmental objectives. These are interdependent and need to be pursued in mutually supportive ways. The economic objective is 'to help' build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity. Alongside this, the social objective is 'to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services.

6.2.3 Harrow's Core Strategy establishes a clear vision for the management of growth in the Borough over the Local Plan period (to 2026) and a framework for

development in each district of the Borough. Policy CS1(A) directs growth to the Harrow and Wealdstone Opportunity Area and throughout the rest of the borough, within town centres and strategic, previously developed sites.

- 6.2.4 Furthermore, the regional policy context (Policy H1 of The London Plan) requires boroughs to optimise the potential for housing delivery on all suitable and available brownfield sites with particular focus on sites with existing access levels (PTALs) 3-6, which are located within 800m distance of a station, and redevelopment of car parks and low-density retail parks and supermarkets as a source of capacity.
- 6.2.5 The adopted Harrow Core Strategy sets out the spatial vision for the borough and along with the London Plan, it identifies the Belmont and Kenton area as being deficient in housing quantum. Specifically, Core Policy CS.10B sets out that a net contribution to housing supply will be sought as part of mixed use or conversion or redevelopment of sites within Kenton District Centre and Belmont Circle Local Centre.
- 6.2.6 Having regard to The London Plan and the Council's policies and guidelines, it is considered that the proposal would provide an increase in smaller housing stock within an area of high public transport accessibility in the Borough, thereby complying with the housing growth objectives and policies of the Core Strategy and The London Plan. The application site is regarded as brownfield land, and the principle of residential development on the site has been established by planning permission reference P/2652/12 and was not challenged by the Inspector within the appeal decision (APP/M450/W/15/3027406) for the same scheme.
- 6.2.7 The application site is situated within a non-designated frontage of the Belmont Local Centre, the site adjacent is a terraced shopping parade within the designated frontage of the centre.
- 6.2.8 Policy GG1 of The London Plan, that relates to building strong and inclusive communities, that those involved in planning and development must promote the crucial role town centres have in the social, civic, cultural, and economic lives of Londoners, and plan for places that provide important opportunities for building relationships during the daytime, evening, and night-time. Further, Policy E9, Part A, states that a successful, competitive, and diverse retail sector, which promotes sustainable access to goods and services for all Londoners, should be supported in line with the wider objectives of this Plan, particularly for town centres. These London-wide policies are considered consistent with the current local plan policies.
- 6.2.9 Policy DM 38.B of the DMP specifies that 'Residential is not an appropriate use of ground floor premises in neighbourhood parades and non-designated frontages of town centres and will be resisted'. Policy DM 39.D of the DMP specifies that 'Residential use of ground floor premises in town centres will not be permitted under any circumstances'. Policy DM40.A & B of the DMP states that the appropriate mix of uses in town centres will be considered having regard to amongst other factors, the compatibility of the uses proposed, and that proposals, which would be detrimental to the vitality and viability of town centres, will be refused.

- 6.2.10 The site previously comprised a MOT Centre, which contributed to the diversification, vitality and viability of the Centre. It is noted that the site now appears to be in use as a car wash. However, as agreed and concluded within the appeal of the previously refused application (APP/M450/W/15/3027406) there has been works carried out to demolish the previous building and forecourt, and the 2012 permission has been implemented.
- 6.2.11 Notwithstanding the above, Officers consider that an unfettered E-Class use to the commercial units at ground floor are unsustainable given the restrictions in delivery and servicing for some uses. Therefore, the two ground floor commercial units are recommended to be restricted to professional services, financial, estate agency, gym or office uses (Use Class E [c, d, e & g]) via a planning condition.
- 6.2.12 For the reason set out above, it is considered that the principle of this proposal meets the above policy requirements with regard to overarching goal of housing choice and provision and the need to support economic activity and development. In light of all of the above, officers raise no objection to the principle of development.

6.3 Affordable Housing and Housing Mix

Affordable Housing

- 6.3.1 Affordable Housing is detailed in the NPPF as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions within the following: affordable housing for rent, starter homes, discounted market sales housing or other affordable routes to home ownership (including shared ownership).
- 6.3.2 The proposed development triggers an affordable housing requirement as it constitutes a major residential development. Policy H4 of The London Plan sets out a strategic target for 50% of all new homes delivered across London to be genuinely affordable.
- 6.3.3 Policy H5 of the London Plan sets out the ‘threshold approach’ to planning applications which trigger affordable housing requirements whereby schemes that meet or exceed the relevant threshold of affordable housing by habitable room without public subsidy, meet the relevant tenure mix and meet other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor are eligible to follow the Fast-Track Route.
- 6.3.4 Proposals which do not meet the threshold (and other relevant requirements of the Fast-Track approach) will need to be supported by a viability assessment and will be subject to both early stage and late-stage reviews.
- 6.3.5 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. In line with Policy H6 of the London Plan (2021),

Harrow Council requires an affordable housing split of 70% London Affordable Rent or Social Rent (depending on tenure stated in Homes for Londoners: Affordable Homes Programme Prospectus period 2021-2026 or 2016-2023) and 30% Intermediate units (London Living Rent or London Shared Ownership). This is on the basis that affordable rent is the priority need within the borough.

- 6.3.6 Part A of Policy DM 50 (Planning Obligations) states that planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes. Part B of the policy confirms that applications that fail to secure an appropriate planning obligation to make the proposal acceptable will be refused.
- 6.3.7 The development proposes no affordable housing (0%). The Council recognises that it may not be viable to provide affordable housing targets within a scheme under all circumstances. Where this cannot be provided on site, a robust viability assessment must be provided to demonstrate that the proposed scheme cannot viably provide this requirement. An Affordable Housing Viability Review prepared by Montagu Evans has been submitted with the application and concludes that the development is unable to viably provide any affordable housing.
- 6.3.8 The submitted Viability Review was the subject of an independent appraisal by consultant JLL on behalf of the Council. The independent review disagreed with some inputs of the submitted Viability Review. The Montagu Evans FVA concludes that the proposed scheme, assuming 100% private tenure, generates a deficit of -£708,983 and is, therefore, unable to support an affordable housing provision. Whilst there was some disagreement in terms of the inputs into the appraisals, JLL concluded that there remains a deficit however this deficit stands at -£86,413. As such, it is considered that the proposed scheme is unable to support an affordable housing provision.

Input	Applicant Report (Montagu Evans)	JLL Review	Status
Private GDV	£5,530,000 (£601psf)	£5,560,000 (£604psf)	Disagree
Commercial GDV	Rent: £25psf Yield: 6.5% Void: 6 months	Rent: £25psf Yield: 6.5% Void: 6 months	Agree
Construction Costs	£4,255,000 (£322psf)	£3,660,629 (£277psf)	Disagree
Contingency	5% (included in above)	5% (excluded from above)	Agree
Section 106	£21,643	£21,643	LBH to confirm
CIL & MCIL2	£272,276	£272,276	LBH to confirm
Residential Disposal Fees	Agent: 1.5% Marketing: 1% Legal: 0.5%	Agent: 1.5% Marketing: 1% Legal: £1,000/un	Disagree
Commercial Lettings Fees	Agent: 10% Legal: 5%	Agent: 10% Legal: 5%	Agree
Commercial Disposal Fees	Agent: 1.5% Legal: 0.5%	Agent: 1.5% Legal: 0.5%	Agree
Professional Fees	10%	10%	Agree*
Finance Costs	7%	7%	Agree
Profit on GDV	Residential: 17.5% Commercial: 15%	Residential: 17.5% Commercial: 15%	Agree
Construction Period	15 months	12 months	Disagree
Sales Period	3 months	3 months	Agree*
Residual Land Value	-£350,983	£237,587	Disagree
Benchmark Land Value	£358,000	£324,000	Disagree
Deficit	-£708,983	-£86,413	Disagree
Conclusion	Deficit	Deficit	Agree

Above: Summary of Montagu Evans and JLL appraisals

6.3.9 Whilst it has been determined that no affordable housing on site can viably be provided, Officers 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. As such, a legal agreement will be included to secure an early and late-stage review of viability of the development to ensure the Council can recoup any Affordable Housing contributions should the viability inputs change overtime.

6.3.10 In consideration of the above conclusions, the proposal, is incapable of supporting affordable housing. The submitted viability report, whilst disputed in certain areas, nonetheless determines that there remains a deficit in the scheme. As such, subject to the review mechanisms included in the Heads of Terms of the S106, the proposal complies with Policies H4, H5 and H6 of The London Plan (2021), Policy CS1.J of the Harrow Core Strategy (2012), Policies DM 24 and DM 50 of the Harrow Development Management Policies Local Plan (2013) and Harrow's adopted Supplementary Planning Document: Planning Obligations and Affordable Housing (2013) and the Mayor's Homes for Londoners, Affordable Housing and Viability SPG (2017) .

Housing Mix

- 6.3.11 Policy H10 of the London Plan (Housing size mix) states that schemes should generally consist of a range of unit sizes, having regard to the requirement to deliver mixed and inclusive neighbourhoods, the need to deliver a range of unit types at different price points, the mix of uses, the range of tenures, the nature and location of the site, PTAL, the need for additional family housing and the role of one and two bed units in freeing up existing housing by providing an alternative to conversions and sub-divisions, with the aim of optimising a site's potential.
- 6.3.12 Policy DM 24 of the DMP outlines those proposals, which secure an appropriate mix of housing on site, and which contribute to the creation of inclusive and mixed communities, will be supported. Furthermore, Part A (c) states that the appropriate mix of housing will be determined having regard to the location of the site, the character of its surroundings and the need to optimise housing output on previously developed land.
- 6.3.13 The housing mix proposed is broken down as follows:
- 2 x 1bed 2person
 - 11 x 2bed 3person
- 6.3.14 Whilst the PTAL rating of 3, which is moderate, the site is within the local centre of Belmont Circle where there are shops, restaurants, dental and medical centres. There are also bus stops nearby with routes providing connections to town centres and other transport interchanges. Therefore, the mix of predominantly 2 bed units and two x 1 bed units is considered appropriate in this location.

6.4 Design, Character and Appearance of the Area

The relevant policies are:

- National Planning Policy Framework (2023)
 - The London Plan 2021: D3, D4, D12
 - Harrow Core Strategy 2012: CS1
 - Harrow Development Management Policies Local Plan (2013): DM1, DM22, DM23
 - Residential Design Guide (2010)
 - The London Plan Housing Supplementary Planning Guidance (2016)
 - Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)
- 6.4.1 Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site whilst the design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, including existing and planned supporting infrastructure capacity. Higher density developments should generally be promoted in locations that are well connected

to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan.

- 6.4.2 Policy CS1.B of Harrow's Core Strategy notes that proposals that would harm the character of suburban areas and garden development will be resisted. All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design.
- 6.4.3 Policy DM1 (Design and Layout Considerations) specifically Part A, states all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted. Additionally, Part B, confirms that assessment of the design and layout of proposals will have regard to (only requirements relevant to the appeal referenced):
- a. the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers;
 - b. the appearance of proposed buildings, including but not limited to architectural inspiration, detailing, roof form, materials and colour, entrances, windows and the discreet accommodation of external services;
 - c. the context provided by neighbouring buildings and the local character and pattern of development;
- 6.4.4 It should be noted that the layout, massing, and scale, of the proposed development is generally the same as what has been accepted by the planning Inspector.

Design, Height and Scale

- 6.4.5 The proposed building of four storeys would have a footprint of 374sq.m and its front elevation would align with the adjoining parade, with the front landscape area, projecting 4.2m. The proposed building would have a width of 24.9m at the front (addressing Kenton Lane) and it would be stepped to the rear, which includes an undercroft for disabled parking and cycle parking, and a refuse store. The car park, that includes 11 spaces, including the two blue badge spaces, is located to the rear of the building and is access from access lane to the east of the site. The building would have a continuous eastern flank wall depth of 15.8m. The proposed building would have a maximum height of 12.5m at the highest point. The third floor of the building would be set back from the front building line of the lower floors by 1.5m.
- 6.4.6 The proposed development would have a flat roof form. The proposed building would have a brick finish, with the third floor finishing with cement cladding. Windows are powder coated aluminium, and glass balustrade forms the terrace and balconies. A 1.8m high close-boarded fences would be provided on the side and rear boundaries, and 1.2m high railings and a small gate would be provided to enclose the grassed area to the front.

6.4.7 The height and scale of the proposed building would be comparable to that of other buildings within the site, it would not appear as an alien addition in context with surrounding buildings. The form and appearance of the proposed building would not be overly complex and would be appropriate for the proposed use. The proposed building would be visible from the street scene along Kenton Lane, however the setbacks proposed are considered appropriate. The building is not considered excessive it would be sited appropriately within the surrounding context. It is not considered to appear as unduly prominent and visually intrusive when viewed along the street scene.

Massing, Scale, & Built Form

6.4.8 Generally, there is no concern with the overall scale of development as concluded within the officer's report for the previous application (P/3598/14). Four storeys is an appropriate scale given the prevailing heights of surrounding buildings are three-storey plus pitched roof or four storey in the case of the Tesco redevelopment site opposite. The footprint of the building is not considered to be overly large in comparison to the site area as a whole and with regard to neighbouring properties. The portion of the footprint adjoining 397 Kenton Lane considers the rear building line of this existing property and Harrow's 45-degree principle. Furthermore, the proposed setback to the fourth storey is supported and helps to delineate the third storey in relation to the adjoining parades to the west of the site.

Site Layout

6.4.9 The location of the access road to the rear of the site at the southern edge adjacent to Belmont Community Hall is supported and enables sufficient separation distance from this building. The residential provision on ground floor has been sufficiently separated from the street scene by way of a defensible space facilitated by the landscaping at the front of the proposal. The proposed redevelopment will reduce the amount of hardstanding which currently exists on the site. Bin and cycle stores are integral to the building footprint and the cycle store benefits from being located behind the vehicular gate line of the development.

Form, External Appearance, and Materials

6.4.10 Generally, the symmetrical form and three bays of the proposed street elevation are considered acceptable, however, there were a number of concerns with architectural elements of this elevation which compromised the design. Whilst parapet and lintel alignment to some features of 397 Kenton Lane are supported, other features created a poor visual appearance. However, the applicant has since amended the plans to show improvements to the ground floor front elevation, which has increased the height to 3.5m thereby showing alignment with the neighbouring buildings and emphasised the prominence of the commercial frontage. Furthermore, an uninterrupted wide band at first floor level defines commercial use and allow for a prominent signage zone. Furthermore, the applicant has now removed the bolt-on balconies at the front elevation and now included inset balconies to the flank elevations which results in a much stronger and cleaner front elevation to Kenton Lane. This is particularly necessary for Kenton Lane-fronting

units, where fully inset balconies would provide greater privacy and separation from traffic and other noise pollution.

Public Realm & Landscaping

- 6.4.11 Landscaping to frontage provides defensible space, whilst also allowing the building to follow the building line of properties to west, as opposed to projecting beyond this, both benefits of which are positive. Despite this, careful attention must be paid to the types of planting proposed for these spaces and to boundary treatment, to contribute to a vibrant street scene and welcoming entrance. The applicant has stated that a communal space is located to the rear. This communal area is located adjacent to the car parking area. The Landscape Officer has noted the following:

“Although the existing hardstanding would be reduced in extent, the building block, car parking, entrance to flats and commercial units would all be hard - building and hard landscape, which would dominate the site and be unattractive. To the rear of the development the space is dominated by car parking with a narrow strip ‘left over’ space for small patios and a communal garden. There is concern about the garden space, including the lack of privacy and the communal benches set hard against the car park. It is questionable how pleasant a space the communal garden area or small patios could be, sited adjacent to the car parking. The communal area is really unusable. Note the unsafe access to the garden, via car parking spaces. The communal space is unsuitable for play / or incidental play elements so close to a car park. Provision for play for young children does not appear to have been considered or included, and there is insufficient space for the addition of play elements as proposed. Some trees are proposed in the car park, however insufficient space has been allocated for tree pits and it is doubtful the trees could be established and survive so tightly located against the boundary fence and hard surface. The boundaries should propose buffer planting / hedging to enclose the site creating a more pleasant soft green space, provide an attractive visual setting for the building, greenery adjacent to the neighbouring properties and to enhance the biodiversity of the area. Note along the rear and eastern boundary there is no soft landscape shrub / hedge planting and no space to accommodate planting.....”

- 6.4.12 Whilst the Landscaping Officer’s comments are valid, it is noted that the Appeal scheme had less landscaping and contained a communal area to the front of the building. Landscaping was not considered an issue in that appeal and therefore it would be unreasonable for the Council to refuse the application on this basis. Notwithstanding this, Landscaping conditions will be included with the permission to ensure a successful landscape buffer.
- 6.4.13 It is considered the revisions to the proposed massing and scale results in the proposal being more appropriate for its plot size and the wider context. In principle the materials proposed for the mixed-use building would be considered acceptable. Notwithstanding the submitted information, a condition has been attached to ensure that samples be submitted for further consideration of the appropriateness of the appearance and quality of the materials. Furthermore,

landscaping conditions are attached to ensure a robust as possible landscape/public realm is achieved.

6.5 Quality of Living Environment Provided for Future Residents

The relevant policies are:

- Harrow Core Strategy 2012:CS1
- Harrow Development Management Policies Local Plan (2013): DM1, DM2, DM27
- London Plan Policy (2021): D1, D6
- Residential Design Guide (2010)
- The London Plan Housing Supplementary Planning Guidance (2016)
- Housing Design Standards LPG 2023

Space Standards

6.5.1 London Plan policy D6 (Housing quality and standards) requires that housing developments meet the minimum space standards and also sets out a range of other requirements in relation to residential quality. Part D (g) of Policy DM1 of the Harrow Development Management Policies (2013) states that assessment of amenity should have regard to the adequacy of the internal layout of buildings in relation to the needs of future occupiers.

6.5.2 All of unit sizes surpass the minimum requirements of a single storey 1 bed 2 person flat (50m²) and 2bed 3person (61m²) identified within the Housing Design Standards LPG 2023. The London Housing SPG states that a minimum ceiling height of 2.5 metres for at least 75% of the gross internal area is strongly encouraged. Submitted plans show that the ground and first floor units will achieve over the prescribed 2.5m ceiling height whilst the second and third floors will meet the 2.5m requirement. The proposal layout indicated that each floor has less than 8 units served by the single core, this is therefore in accordance with Standard 12 of the London Plan Housing Supplementary Planning Guidance (2016).

Aspect

6.5.3 The Mayor of London's Housing SPG states that developments should minimise the number of single aspect dwellings. For the purposes of the London Housing SPG 'north facing' is defined as an orientation less than 45 degrees either side of due north. It also states that single aspect dwellings that are north facing, exposed to significant noise levels or containing three or more bedrooms should be avoided. Part A (b) of Policy DM 26 (Conversion of Houses and other Residential Premises) reaffirms that wherever possible, ensure that homes are dual aspect.

6.5.4 Sixty three percent of units (7 of 11) are dual aspect, and there would be no direct north facing single aspect units. This is a good level of compliance.

Privacy

- 6.5.5 Due to the setback from the street, the layout, orientation of the site, and an appropriate stacking of the floors it is considered the privacy levels for future occupiers would be to an acceptable level. Whilst the Council did previously refuse the previous planning application, the Inspector (APP/M450/W/15/3027406) concluded that the 5m buffer of the front landscaping area and the proposed boundary treatment of railings would provide an appropriate screen for overlooking. Officers now agree with this view and consider the configuration on the ground floor would protect the privacy of future occupiers to an acceptable level.
- 6.5.6 The scheme includes one unit located on the ground floor of the proposed development, adjacent to the car parking area at the rear. The ground floor unit is the only wheelchair unit in the scheme, with direct access to the disabled car parking area and there is a communal area directly adjacent to the unit. It is noted that there is a 1.5m landscape buffer to the car parking area. It is therefore considered that the scheme has an acceptable level of privacy.

Daylight, Sunlight, and Overshadowing

- 6.5.7 The application does not include a daylight and sunlight assessment; however, the applicant has sought to address this in the Planning Statement in which it is argued that this is not required as the proposal does not exceed four storeys in height. Whilst projecting balconies have now been included in the scheme which will impact daylight and sunlight levels to the floor directly below, it is considered that generally this does not result in unacceptable light levels.

Accessible Housing

- 6.5.8 London Plan policy D7 (Accessible housing) requires that 90% of units meet Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' and 10% of new housing must meet Building Regulations requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Policy DM1 (Achieving a High Standard of Development), Part B (g) requires the arrangements of safe, sustainable and inclusive access and movement to and within the site. Policy CS1.K of the Harrow Core Strategy, and Policy DM2 of the Development Management Policies (2013) seek to ensure that all new housing is built to 'Lifetime Homes' standards.
- 6.5.9 All of the proposed flats are confirmed as meeting the Building Regulations requirement M4(2), and Flat 1 on the ground floor will meet Building Regulation requirement M4(3). The front and rear entrances would have level access. As one wheelchair unit was considered acceptable in the previously refused scheme (P/3958/14), the accessible details of the proposal is considered policy compliant.

Private Amenity Space

- 6.5.10 Standard 26 of the Mayor of London's SPG states that a minimum of 5m² of private outdoor space should be provided for 1-2 person dwellings and an extra 1m² should be provided for each additional occupant. Standard 27 states that the minimum depth and width for all balconies and other private external spaces should be 1500mm. The proposed balconies meet the minimum recommendation.
- 6.5.11 The proposals also include a communal amenity area however concerns have been raised around the success of this space given its location, size and accessibility from the units. It appears that the communal area will be accessed via the car park which is not considered an inviting route to the area. As such, Officer's will add a pre-commencement condition requiring the applicant to demonstrate how residents will access this communal area.

Refuse and Recycling

- 6.5.12 The relevant policies are Core Policy CS1 B of the Core Strategy (2014) and Policies DM1, DM26 and DM45 of the Development Managements Local Plan (2013). The proposed demonstrates that waste and recycling facilities for both the commercial and residential units would be located within a secure location adjacent to the side access route.
- 6.5.13 Whilst the applicant first sought to have the refuse collected from the front of the site however the Council's Waste team preferred that the waste was collected from the side access. The applicant has provided plans that demonstrate that a standard Harrow 26 tonne HGV Waste Lorry which is approx. 2.5m in width, 3.7m in height and 10.4m in length, is able to reverse into the side area. Whilst the tracking drawings demonstrate that the truck can enter and egress the area safely, they do not show that bins can be rolled out of the bin stores whilst the truck is in situ. As such, a condition has been added requesting additional information.
- 6.5.14 The waste officer has confirmed that adequate bin storage is proposed however further details are required as above. This can be secured through a suitably worded condition.

6.6 Impact on adjoining residential properties

- 6.6.1 Part C (Privacy and Amenity Considerations) of Policy DM1 (Design and Layout Considerations) requires all development proposals must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted.
- 6.6.2 The assessment of the refused planning application (P/3598/14) concluded that the impacts on the privacy and amenity of neighbouring occupiers was acceptable. The adjacent shopping parade to the north-west of the application site has upper floor residential units. The rear wall of the proposed building on all four floors would be stepped away from the boundary with the terraced parade in four sections, such that the building would not intersect a 45-degree line in the horizontal plane from the nearest corner of the rear wall of the closest property (No.397 Kenton Lane) in

- the parade. This would ensure that there would be no detrimental loss of light or outlook to the adjacent terrace.
- 6.6.3 The adjacent shopping parade to the north-west of the application site has upper floor residential units. The rear wall of the proposed building on all four floors would be stepped away from the boundary with the terraced parade in four sections, such that the building would not intersect a 45-degree line in the horizontal plane from the nearest corner of the rear wall of the closest property (No.397 Kenton Lane) in the parade. This would ensure that there would be no detrimental loss of light or outlook to the adjacent terrace.
- 6.6.4 Located to the rear of the application site are residential properties, which face away from the proposed development, onto Elgin Avenue. The proposed building would have internal layouts that incorporate the provision of habitable rooms in the front elevation overlooking Kenton Lane and the rear elevation looking out to the gardens on Elgin Avenue. Notwithstanding this, there would be a distance of more than 21m between the rear elevation of the proposed building and the rear habitable windows of properties facing onto Elgin Avenue. The proposal would therefore not unacceptably impact their living conditions by way of any unacceptable loss of privacy, overlooking or perceived overlooking. In addition, there are a row of garages fronting onto the rear service road between the site and rear of properties facing onto Elgin Avenue, which would assist in screening the proposed development from these neighbouring properties.
- 6.6.5 The buildings on the opposite side of Kenton Lane do include residential units, including the new residential development above Tesco. It is considered that the spatial buffer of Kenton Lane offsets any unacceptable level of overlooking from the principal elevation of the development. The adjacent Belmont Community Hall to the south-east would be set away from the eastern flank elevation of the proposed building by approximately 7.5m. Given that vehicle accesses are sited between the site and the Community Hall, it is considered that there would not be any unreasonable harm to the adjacent Belmont Community Hall arising from the proposed development.
- 6.6.6 The adjacent Belmont Community Hall to the south-east would be set away from the eastern flank elevation of the proposed building by approximately 7.5m. Given that vehicle accesses are sited between the site and the Community Hall, it is considered that there would not be any unreasonable harm to the adjacent Belmont Community Hall arising from the proposed development.
- 6.6.7 It is noted that the proposed building includes some windows and set in balconies facing onto the Belmont Community Hall. This has the potential to prejudice future development on that site. However, it is noted that these windows and balconies are set back from the boundary by approximately 4.3m. Furthermore, it is anticipated that any proposal from the Belmont Community Hall site would also be set back from the boundary by at least an equivalent amount. Under these circumstances, it is considered that the proposal would not prejudice future development on the site.

6.6.8 Given the above assessment and the configuration of the proposed scheme, the proposed development would not adversely affect the amenities of any of the neighbouring occupiers and would accord with the policies outlined above in respect of the protection of neighbouring amenity.

6.7 Traffic and Parking

6.7.1 NFFP Paragraph 116 states that planning policies should ensure proposals should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use...address the needs of people with disabilities and reduced mobility in relation to all modes of transport... create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards...allow for the efficient delivery of goods, and access by service and emergency vehicles.

6.7.2 Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

6.7.3 Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

6.7.4 London Plan Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. The policy requires compliance with the minimum standards and the guidance contained in the London Cycling Design Standards. It also states that development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

6.7.5 Policy T6.1 (Residential Parking) Part A confirms new residential development should not exceed the maximum parking standards set out in Table 10.3. For an outer London borough in a PTAL of 2 – 3, for a development that includes 1- and

- 2-bedroom units it is up to 0.75 spaces per dwelling. Part C requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- 6.7.6 Policy T6.1 (Residential Parking) Part A confirms new residential development should not exceed the maximum parking standards set out in Table 10.3. For an outer London borough in a PTAL of 2 – 3, for a development that includes 1- and 2-bedroom units it is up to 0.75 spaces per dwelling. Part C requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- 6.7.7 Policy T6.1 Part G states for disabled persons parking for residential proposals delivering ten or more units must, as a minimum ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset. In addition, demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient.
- 6.7.8 Policy CS1 Part R of the Harrow Core Strategy (2012) requires parking for new development. Policy DM42 of the Harrow Development Management Policies (2013) reinforces the need to meet the London Plan vehicle parking and cycle parking standards.
- 6.7.9 This proposal is within a PTAL 3 location meaning that access to public transport is considered moderate. In real terms, the site is within the small retail area of Belmont Circle where there are shops, restaurants, dental and medical centres. There are bus stops nearby with routes providing connections to town centres and other transport interchanges.
- 6.7.10 In line with London Plan 2021 requirements, no more than 11.25 car parking spaces for this development are permitted (at a rate of 0.75 space per dwelling). This must include 3% disabled parking spaces from the outset with 7% enlarged for future conversion. Additionally, 20% of spaces must have active electric vehicle charge points and the remaining 80% with passive provision. The proposal includes 11 car parking spaces including one disabled bay. This is contrary to the London Plan requirement, as the maximum should be no more than 11 car parking spaces, 1 disabled bay, and 1 enlarged space. Notwithstanding this, the Highways Officer has confirmed the proposed car parking spaces are acceptable.
- 6.7.11 The development is required to provide a minimum of 26 sheltered and secure long stay cycle parking spaces; of these, 5% must be accessible eg. tubular stands. Further detail on the layout of the store including dimensions and type of stand are required, which can be conditioned if officers are minded to grant planning permission. Eight short stay spaces are also provided, and it is noted that a tubular stand for this purpose is proposed at the entrance to the building.

- 6.7.12 The submitted Transport Assessment states that the deliveries are anticipated to take place from within the site. It is proposed that servicing by delivery vehicles up to 3.5 tonne panel van can be completed internally. However, the Highways Officer has indicated that this would not be sufficient, and that delivery and servicing would have to be demonstrated with a 4.6 tonne light van. If necessary, the Highways Officer has stated that some car parking spaces can be removed to facilitate this. As such, a delivery and servicing condition will be applied to ensure this compliance.
- 6.7.13 The proposed access arrangements are acceptable, and reinstatement of a redundant vehicle crossing is considered necessary and should be secured via appropriate highway agreement.
- 6.7.14 The application has been reviewed by Transport for London and the Council's Highways Authority, both who have no objections subject to conditions. It is under this context the highways matters are acceptable.

6.8 Development and Flood Risk

- 6.8.1 Part D of Policy SI 12 (Flood Risk Management) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Further, Part B of Policy SI 13 requires development proposals to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 6.8.2 Part U (Sustainable Flood Risk Management) of Policy CS1 of the Harrow Core Strategy (2013) confirms development is to be managed to achieve an overall reduction in flood risk and increase resilience to flood events.
- 6.8.3 The drainage officer has reviewed the submitted Flood Risk Assessment and has concluded is satisfactory and has no objection to the proposed development however, further details are required. It has been confirmed that this requirement can be conditioned if officers are minded to grant planning permission.

6.9 Energy and Sustainability

- 6.9.1 Policy SI 2 of the London Plan (Minimising greenhouse gas emissions) states that Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the effectiveness of the mitigation:
- be lean: use less energy and manage demand during operation
 - be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
 - be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
 - be seen: monitor, verify and report on energy performance.

- 6.9.2 Policy SI 2 sets targets for carbon dioxide emission reductions in buildings. These are expressed as minimum improvements over the Target Emission Rate (TER) outlined in national building regulations. The current target for residential and non-residential buildings is zero carbon beyond the current Building Regulations Part L 2013.
- 6.9.3 Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and how a minimum on-site reduction of at least 35 per cent beyond Building Regulations will be achieved. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
- through a cash in lieu contribution to the borough's carbon offset fund, to which these proposals will contribute by way of a legal agreement; or
 - off-site, provided that an alternative proposal is identified, and delivery is certain.
- 6.9.4 Moreover, major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.
- 6.9.5 In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.
- 6.9.6 An Energy Statement has been prepared by Love Design Studio. The overall energy strategy capitalises on passive design measures with the use of air source heat pumps for space heating and domestic hot water along with photovoltaic solar panels for on-site electricity generation. The scheme adopts a passive design measure first approach prior to adopting zero-carbon technologies this is to reduce the demand for active measures.
- 6.9.7 The overall reduction at the 'Be Lean' stage is 12% CO² savings, which surpasses the London Plan requirement for a 10% CO², saving at this stage. The scheme will utilise window reveals, solar controlled glazing, balconies, and internal blinds, where feasible, to reduce the requirement for active cooling.
- 6.9.8 The scheme meets the requirements of the London Plan (2021) and meets the 35% CO₂ reduction on-site target by achieving 57% CO₂ savings. A carbon offset payment will be required to ensure that the scheme achieves zero carbon. The carbon offset payment in this instance will be £17,744 and will be secured by a S106 legal agreement.
- 6.9.9 A condition will be attached to detail the specification and design of the air source heat pumps, and to undertake a post construction assessment demonstrating compliance with the approved energy strategy.

6.10 Noise and Air Quality

6.10.1 Part H of Policy DM1 (Design and Layout Considerations) of the Development Management Policies states that the impact of a proposed use and activity upon noise, including hours of operation, vibration, dust, air quality, and light pollution.

Noise

6.10.2 London Plan policy D14 seeks to reduce, manage and mitigate noise to improve health and quality of life. The policy states that residential development proposals should manage noise by a range of measures which include reflecting the Agent of Change principle as set out in Policy D13, mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses and improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity). The policy advocates separating new noise-sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation and states that where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles.

6.10.3 A noise assessment has not been submitted as part of the planning application, therefore, a noise and ventilation condition is attached to require a detailed sound insulation scheme protecting the proposed residential development, including a ventilation strategy which would be a suitable alternative to keeping windows open and would meet the target noise levels required.

Air Quality

6.10.4 London Plan policy SI 1 (Improving air quality) Part 1 states that:

“Development proposals should not:

- a) lead to further deterioration of existing poor air quality
- b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
- c) create unacceptable risk of high levels of exposure to poor air quality.”

6.10.5 Part 2 of the policy sets out requirements to ensure that development proposals meet the above objectives including the requirement for developments to be Air Quality Neutral.

6.10.6 The application has not included an air quality assessment therefore, a condition for a construction environment management plan is attached to the permission.

6.11 Contaminated Land

- 6.11.1 Policy DM15 (Prevention and Remediation of Contaminated Land) of the Harrow Development Management Policies (2013), specifically Part A, which proposes the redevelopment or re-use of land known or suspected to be contaminated and development or activities that pose a significant new risk of land contamination will be considered having regard to:
- a. the findings of a preliminary land contamination risk assessment;
 - b. the compatibility of the intended use with the condition of the land; and
 - c. the environmental sensitivity of the site.
- 6.11.2 Part B of Policy DM15 confirms proposals that fail to demonstrate that intended use would be compatible with the condition of the land or which fail to exploit appropriate opportunities for decontamination will be resisted.
- 6.11.3 No information has been submitted in relation to a preliminary land contamination risk assessment. Given the previous MOT centre use, the standard land contamination conditions are to be attached. These relate to the contamination risk at the site, identification of contamination and remediation strategy, the testing of soils for contamination.

6.12 Secure By Design

- 6.12.1 London Plan Policy D11 (Safety, security and resilience to emergency) Part C states that development should maximise building resilience and minimise potential physical risks, including those arising as a result of extreme weather, fire, flood, and related hazards.
- 6.12.2 Part A (d) of Policy DM2 (Achieving Lifetime Neighbourhoods) confirms all proposal must be safe and secure for everyone in line with Secured by Design principles but gated developments will be resisted.
- 6.12.3 The proposal has been assessed by the Metropolitan Police Designing Out Crime Officer. The Designing Out Crime Officer has raised concerns regarding the crime preventing measures on site such as lighting, lockable cycle stores and boundary treatment. Therefore, in order to ensure the development is of a satisfactory level of safety and security, a condition to achieve Secure by Design accreditation has been attached.

6.13 Fire Safety

- 6.13.1 Part A of Policy D12 of The London Plan (2021), requires the demonstration of suitably positioned and unobstructed space for fire appliances and evacuation assembly points, and that developments ensure robust strategies for evacuation are in place as well as confirmation of the fire-fighting water supply. The applicants have not provided a fire strategy report to ensure that the proposed building would be able to achieve full compliance with Part B (Fire Safety) of the Building Regulations (2010) and Building (Amendment) Regulations (2020). On this basis,

Officers have a planning condition to provide evidence that compliance can be achieved.

6.14 Biodiversity Net Gain

- 6.14.1 As of 2nd April 2024, a Biodiversity Net Gain (BNG) Small sites was implemented which requires the applicant to submit a Small Site Metric (SSM) to assess the impact on valuable on-site habitats. Given that the application was submitted prior to this date, a BNG SSM was not required as per the legislation.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposal would contribute to the variety of housing stock in the borough. The proposed development would appropriately relate to the site, local context, massing and architectural appearance and would bring forward enhanced housing provision of a satisfactory layout and design to ensure that the future occupiers would benefit from an acceptable standard of living accommodation.
- 7.2 The redevelopment of the site would provide a sustainable mixed-use development of a good design with active frontage to Kenton Lane. The building would provide a modern, contemporary design that responds positively to the local context and contributes to attractive streetscape. The layout and orientation of the buildings to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers whilst encouraging a modal shift towards more sustainable modes of travel.
- 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, this application is recommended for grant.

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1. Timing

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

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

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and plans:

Planning and Design and Access Statement (May 2022), Energy Statement (May 2022), Transport Statement (May 2022), Viability Review & Report (By JLL dated 4th July 2023), Flood Risk Assessment and Drainage Strategy (May 2022), Location Plan; 20/3499/15; 20/3499/12; 20/3499/14; 20/3499/13 Rev C; 20/3499/11 Rev C; 20/3499/10 Rev C

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

3. Construction Logistics and Management Plan

No development shall take place, including any works of demolition, until a Detailed Construction Logistics Plan has been submitted to, and approved in writing by, the local planning authority in accordance with the format and guidance provided by Transport for London – www.tfl.gov.uk. The Detailed Construction Logistics Plan shall provide for:

- a) Parking of vehicles of site operatives/visitors;
- b) HGV access to site – loading and unloading of plant and materials;
- c) Number of HGV's anticipated;
- d) Storage of plant and materials used in constructing the development;
- e) Programme of work and phasing;
- f) Site layout plan;
- g) Highway condition (before, during, after);
- h) Measures to control dust and dirt during construction;
- i) A scheme for recycling/disposing of waste resulting from demolition and construction works; and
- j) Details showing the frontage/ the boundary of the site enclosed by site hoarding to a minimum height of 2 metres.

- k) Air quality assessment demonstrating suitable air quality during and post the construction phase

The development shall be carried out in accordance with the approved Detailed Construction Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers and to ensure that development does not adversely affect safety on the transport network in accordance with Local Plan Policies DM1 and DM43 and Policy D14 of the London Plan (2021) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy T7 of the London Plan (2021), this condition is a PRE-COMMENCEMENT condition.

4. Levels

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

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, in accordance with policies DM1 of the Councils Development Management Policies Local Plan 2013. This is a PRE-COMMENCEMENT CONDITION to ensure adequate levels before the development commences on site.

5. Disposal of Surface Water/Surface Water Attenuation

The development hereby permitted shall not commence until works for the disposal of surface water and surface water attenuation and storage works have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with these approved details and shall thereafter be retained.

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

6. Disposal of Sewage

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

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

7. Waste Management Strategy

The development hereby permitted shall not commence beyond damp proof course level, until details of a waste management plan have been submitted to and approved in writing by the Local Planning Authority. The waste management plan shall include details of tracking drawings demonstrating how 26 tonne HGV Waste Lorry is able to reverse into the side area whilst leaving sufficient room to wheel the 1100L wheelie bins out safely. The waste management plan shall be carried out in accordance with the approved details.

REASON: In the interest of sustainable waste management of the site, in accordance with policy DM45 of the Councils Development Management Policies Local Plan 2013.

8. Materials

Notwithstanding the details shown on the approved drawings, prior to commencement of the development beyond damp proof course level samples of the materials to be used in the construction of the external surfaces noted below shall be made available to view on site, 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
- d) Rainwater goods .
- d) Boundary fencing including all pedestrian/ access gates;

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.

9. Details of windows and doors

Notwithstanding the details shown on the approved drawings, prior to commencement of the development hereby permitted beyond damp proof course level, details of the following shall be submitted to and approved in writing by the Local Planning Authority:

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

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

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

10. Land Contamination

A contaminated land investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) A survey of the extent, scale and nature of contamination;
- (ii) An assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- (iii) The results of the site investigation and detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (iv) 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 linkages, maintenance and arrangements for contingency action.

No development shall commence on site until details of the scheme of remedial action is submitted to the Council, for approval in writing, and completed on site as approved.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

11. Noise Receptor

The development hereby approved shall not progress above damp proof course level until details to show that appropriate noise mitigation measures have been incorporated within the design of each building (including appropriate glazing and Mechanical Ventilation and Heat Recovery System, and a suitable ventilation strategy which would provide an alternative to keeping windows open and would meet the target noise levels required) has been submitted to, and agreed in writing by, the local planning authority. The details shall include independent acoustic testing where applicable. 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 achieves a high standard of amenity for future occupiers of the site and provides adequate noise mitigation.

12. Site Hoardings

Site works in connection with the development hereby permitted shall not commence before the boundary of the site is enclosed by a close boarded or other security fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety, in accordance with policies DM1 and DM45 of the Development Management Policies Local Plan 2013.

13. Landscaping

The development hereby approved shall not be commenced beyond damp proof course level until a scheme for the hard and soft landscaping details for the ground level areas have been submitted to, and agreed in writing by, the local planning authority. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. Tree planting along the boundaries adjacent to the car park and screening around carparking area with

hedge planting. Screening of the bin stores with soft landscaping. The hard surfacing details shall include details of all furniture, boundary treatment, samples to show the texture and colour of the materials to be used and information about their sourcing/manufacturer.

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

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm and to ensure a high standard of design, layout and amenity in accordance with policy D3 The London Plan (2021), policy CS.1B of the Harrow Core Strategy (2012) and policy DM22 of The Development Management Policies Local Plan 2013.

14. 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, 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 accordance with Policy DM22 of The Development Management Policies Local Plan 2013.

15. Landscaping Management Plan

Notwithstanding the details requested above in condition 11, prior to the occupation of the development, a Landscape Management Plan and Landscape Maintenance plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including the communal hard and soft landscape areas shall be submitted and approved by the local planning authority. The long term Landscape Management Plan for the whole of the proposed development will ensure the future success of the development, including the long term aims and objectives for all the external areas. The management and maintenance plan shall be implemented in accordance with the details approved, in perpetuity.

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

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe

and attractive public realm and to ensure a high standard of design, layout and amenity in accordance with policy D3 of The London Plan (2021), policy CS.1B of the Harrow Core Strategy (2012) and policy DM22 of The Development Management Policies Local Plan 2013.

16. Cycle Storage

Notwithstanding the details hereby approved, prior to occupation of development, details of shelters, racks, dimensions and location of a minimum of 26 long stay cycle parking spaces and 8 short stay spaces shall be submitted to and approved in writing by the local planning authority. The cycle storage shall be made available prior to occupation and shall be retained thereafter.

REASON: To ensure the satisfactory provision of safe cycle storage facilities, to provide facilities for all the users of the site and in the interests of highway safety and sustainable transport, in accordance with policy T5 of The London Plan 2021 and policy DM 42 of the Harrow Development Management Policies Local Plan (2013). To ensure appropriate cycle parking design before development commences on site, this condition is a PRE-COMMENCEMENT condition.

17. Refuse storage

Prior to occupation of the development, details of the refuse storage bins shall be submitted and approved in writing by the Local Planning Authority. The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing plans.

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

18. Satellite Dishes

Prior to the first occupation of the development, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to 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 relevant phase and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the high quality design of the buildings and spaces.

19. Permeable Paving

Before the hard surfacing hereby permitted is brought into use the surfacing shall EITHER be constructed from porous materials, for example, gravel, permeable block paving or porous asphalt, OR provision shall be made to direct run-off water from the hard surfacing to a permeable or porous area or surface within the curtilage of the site.

REASON: To ensure that adequate and sustainable drainage facilities are provided, and to prevent any increased risk of flooding. In accordance with policy DM10 of the Councils Development Management Policies Local Plan 2013.

20. Restricted Use

The premises shall be used only as flexible E(c)(i, ii and iii) and/or E9(d) and/or E(e) and/or or E(g)(i, ii and iii) uses and for no other purposes, unless an alternative use is agreed in writing by the Local Planning Authority.

REASON: To safeguard the character and functioning of the Belmont Local Centre and to accord with Policy DM31 of the Harrow Development Management Policies Plan (2013), Policies CS1.N CS1.O, CS1.P and CS.10 of the Harrow Core Strategy (2012).

21. Change of Use (flats)

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

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with Policy DM1 of the Harrow Development Management Policies 2013, Policy CS1(B) of the Harrow Core Strategy 2012, Policy D1 of the London Plan 2021 and the Core Planning Principles of the National Planning Policy Framework 2021.

22. Permitted Development Restrictions 1

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 ground floor commercial units and it shall only operate under as flexible E(c)(i, ii and iii)

and/or E9(d) and/or E(e) and/or or E(g))(i, ii and iii) uses and for no other purposes unless an alternative use is agreed in writing by the Local Planning Authority.

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.

23. 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 Class AA of Part 20 of Schedule 2 and Class MA in Part 3 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.

24. Permitted Development Restriction

The whole development (with the exception of the commercial units 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.

25. 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.

26. Accessible Units

The development hereby permitted shall be constructed to the specifications of: "Part M, M4(2), Category 2: Accessible and Adaptable Dwellings" of the Building Regulations 2013 and thereafter retained in that form.

REASON: To ensure that the development is capable of meeting 'Accessible and Adaptable Dwellings' standards in accordance with Policy D7 of The London Plan 2021, policy CS1.K of The Harrow Core Strategy 2012 and policies DM1 and DM2 of the Development Management Policies Local Plan 2013.

27. Car Parking Design and Management Plan

The development hereby permitted shall not be occupied until a Car Parking Design and Management Plan shall be submitted to, and agreed in writing by, the Local Planning Authority. The plan shall set out the following:

- a. Details of general spaces that are to be 'active' electric vehicle charging point spaces and are to be 'passive' electric vehicle charging point spaces. The plan should outline the provision of one active Electric Vehicle Charging Point for at least 20% of spaces from the outset with the remaining 80% passive and the mechanism for converting passive provision to active should demand increase.
- b. Details of Disabled persons parking spaces in accordance with the levels set out in Table 10.6 of the London Plan 2021. The plan should outline the mechanism for converting standard spaces to disabled parking should demand increase.
- c. Mechanism for increasing the number of general spaces that have an 'active' electric vehicle charging point if monitoring demonstrates additional demand.
- d. Details of the allocation and management of the general and accessible car parking spaces.
- e. Details of monitoring, management and enforcement procedures for parking within the site.

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

28. Access to Communal Area

The development hereby permitted shall not commence above damp-proof course level until it is demonstrated how residents will access the rear communal area and a safe and secure manner without affecting the amenities of Flat 1 on the ground floor.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

29. Delivery and Servicing Plan

The development hereby approved shall not be first occupied until a Delivery and Servicing Plan has been submitted to, and agreed in writing by, the local planning authority. The submitted details must demonstrate that the provision of delivery and servicing can be facilitated with a 4.6 tonne light van. 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 accommodate the efficient delivery of goods and supplies and to ensure that the development does not adversely affect the free flow and safety of traffic on the transport network, in accordance policy T7 of The London Plan 2021 and policy DM 44 of the Harrow Development Management Policies. This is a PRE-OCCUPATION condition.

30. Energy and Sustainability

The development shall be undertaken in accordance with the Energy 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 Statement (May 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 2023 and local policies.

31. Air Source Heat Pumps

Notwithstanding the details shown on the approved drawings, prior to commencement of the development beyond damp proof course detail of the specification and design of the air source heat pumps shall be submitted to the Local Planning Authority in writing to be agreed the Local Planning Authority for written approval.

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

REASON: To ensure the delivery of a sustainable development in accordance with the National Planning Policy Framework 2023 and local policies.

INFORMATIVES:

1. Policies

The following policies and guidance are relevant to this decision:

National Planning Policy Framework (2023)

The London Plan 2021: D1, D3, D4, D5, D6, D7, D8, D11, D12, G6, H1, H9, H10, S1 12, T5, T6.1, SI12, SI 13

Harrow Core Strategy 2012: CS1

Development Management Policies Local Plan 2013: DM1, DM2, DM10, DM21, DM22, DM27, DM42, DM44, DM45, DM50

Relevant Supplementary Documents:

Residential Design Guide SPD (2010), the Technical Housing Standard – Nationally Described Space Standards (2016), Characterisation and Growth Strategy LPG (2023), Small Sites Design Codes LPG (2023), Optimising Site Capacity: A Design-Led Approach LPG (2023), Housing Design Standards LPG (2023 and The Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties SPD (2016)

2. 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.

3. 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 Council has no remit regarding this Act and you are advised to seek independent professional advice from a party wall surveyor.

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from:
www.gov.uk search "The Party Wall Act 1996 explanatory booklet"

4. 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.

5. London Mayor's CIL Charges

Please be advised that approval of this application (either by Harrow Council, or subsequently by the Planning Inspectorate if allowed on appeal following a refusal by Harrow Council) will attract a Community Infrastructure Levy (CIL) liability, which is payable upon the commencement of development. This charge is levied under s.206 of the Planning Act 2008 Harrow Council, as CIL collecting authority, has responsibility for the collection of the Mayoral CIL. The Provisional Mayoral CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £60/sqm is £75,000. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

You are advised to visit the [planningportal](https://ecab.planningportal.co.uk) website where you can download the appropriate document templates. Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0.

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

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

6. Harrow Council CIL Charges

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

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;
Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis) - £55 per sqm;
Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm
All other uses - Nil.

The Provisional Harrow CIL liability for the application, based on the Harrow CIL levy rate for Harrow of £110/sqm is £134,590.

This amount includes indexation which is 323/224.

The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing). The CIL Liability is payable upon the commencement of development. You are advised to visit the [planningportal](https://ecab.planningportal.co.uk) website where you can download the relevant CIL Forms. Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0.

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

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

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

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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.

7. Street numbering

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

All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and

Numbering (SNN). If you do not have your development officially named/numbered, then 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

8. Liability For Damage to Highway

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

9. Sustainable Drainage Systems

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2023) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy SI 13 of the London Plan (2021) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles. The applicant can contact Harrow Drainage Section for further information.

10. 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.

11. 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.

CHECKED

 <p>Orla Murphy Head of Development Management</p> <p>4th April 2024</p>	 <p>Viv Evans Chief Planning Officer</p> <p>4th April 2024</p>
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APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOS



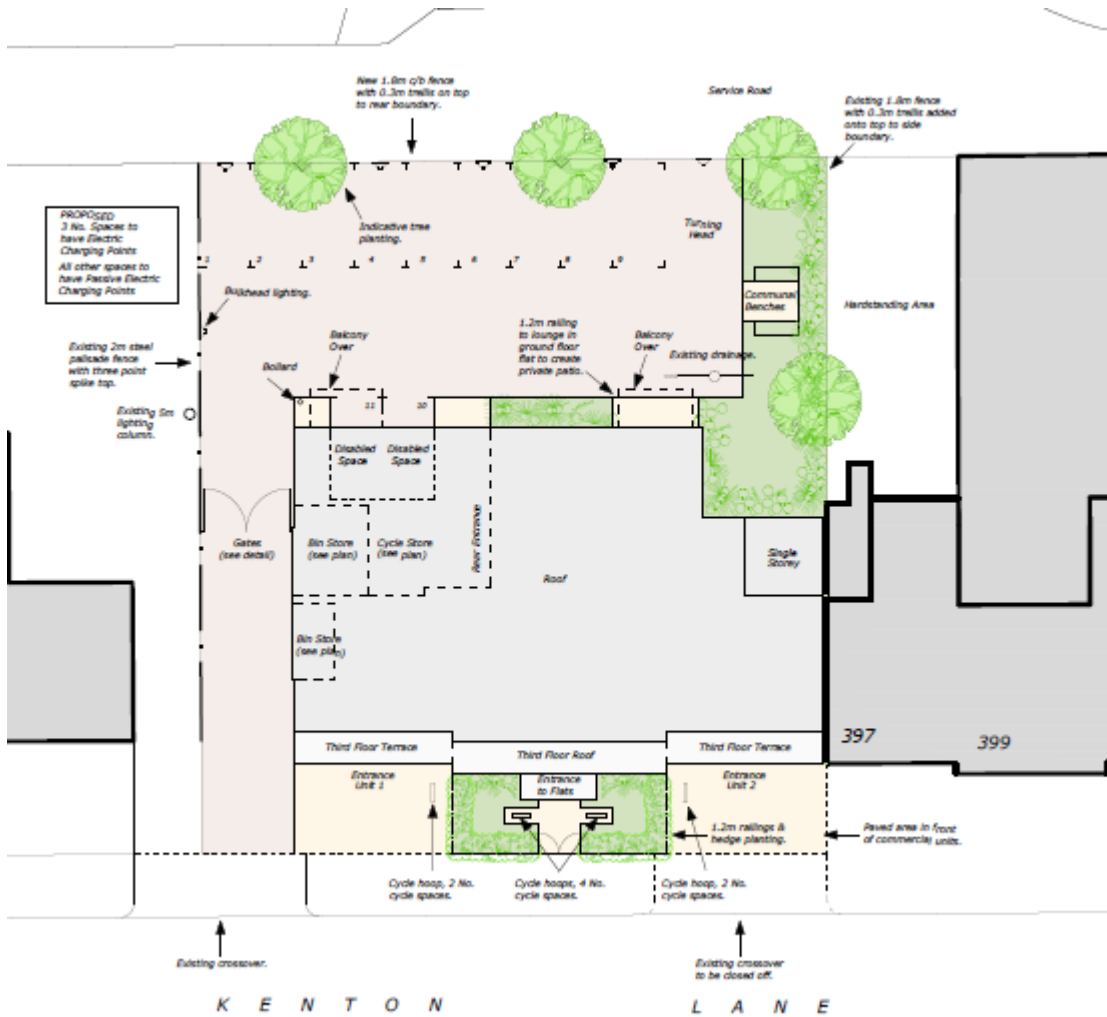
Figures 3 & 4: Photographs showing the application site



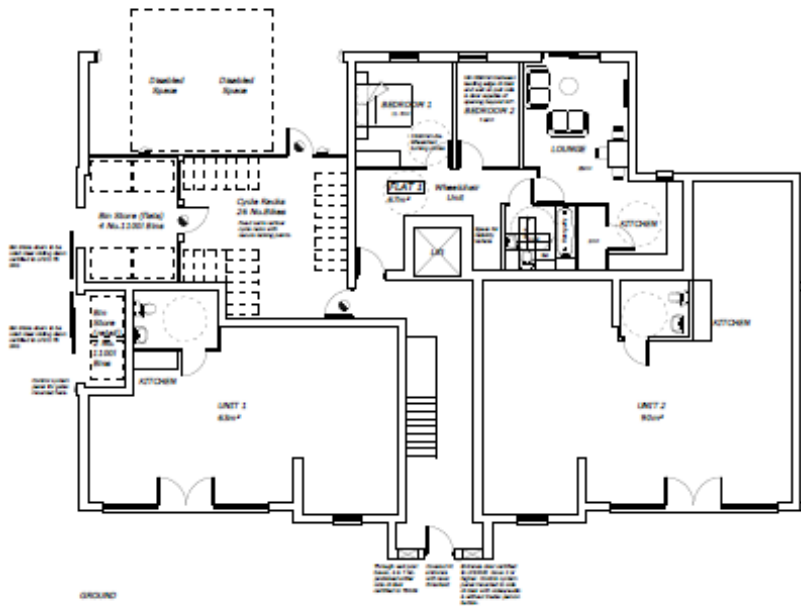
Figure 5: Properties adjacent to the application site

APPENDIX 4: PLANS AND ELEVATIONS

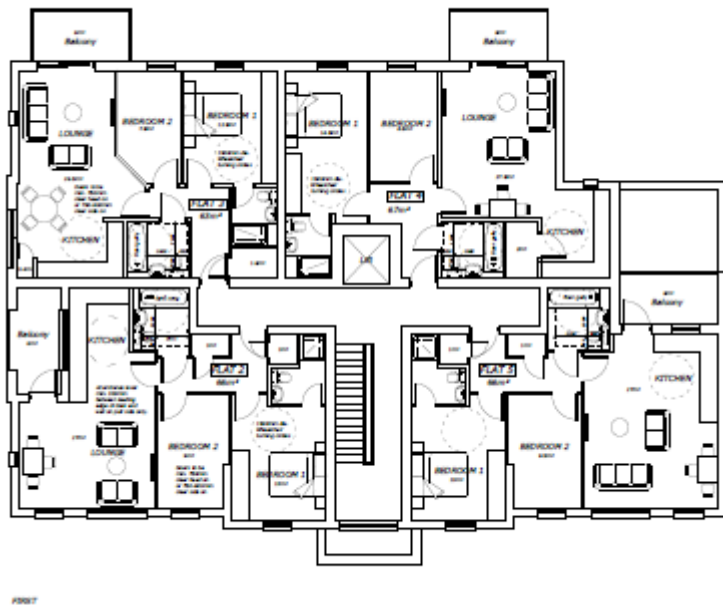
Proposed Site Plan



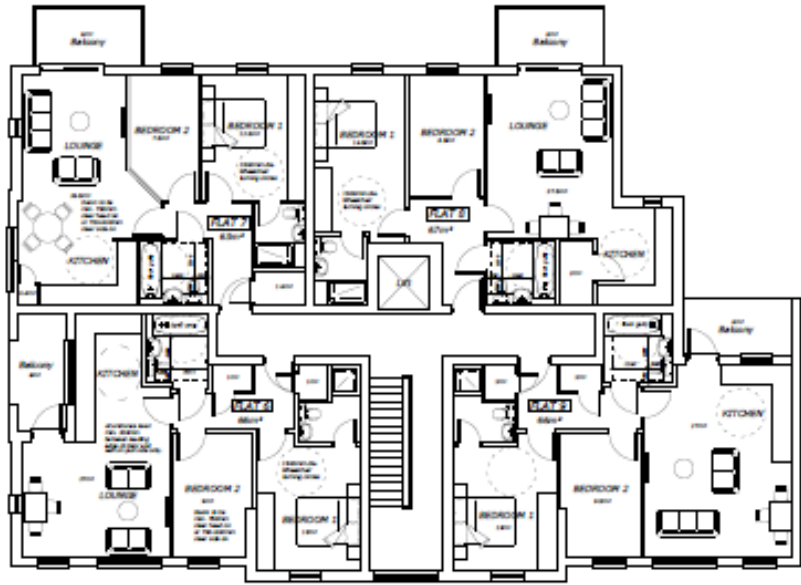
Proposed ground floor



Proposed first floor

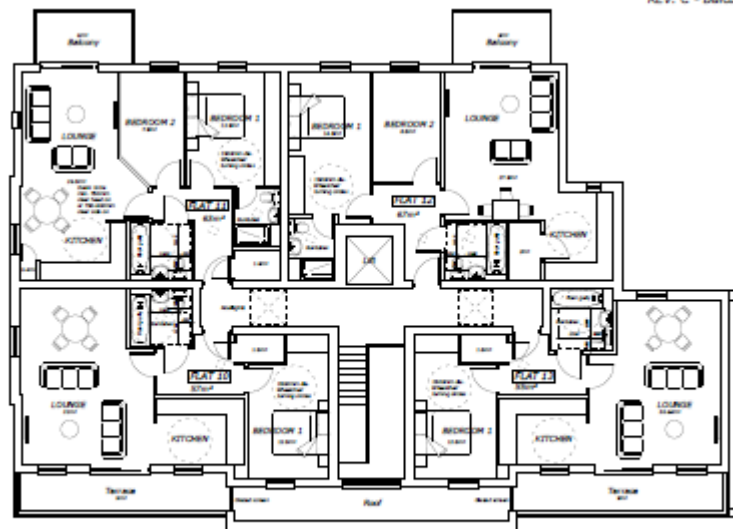


Proposed second floor



SECOND

Proposed Third Floor



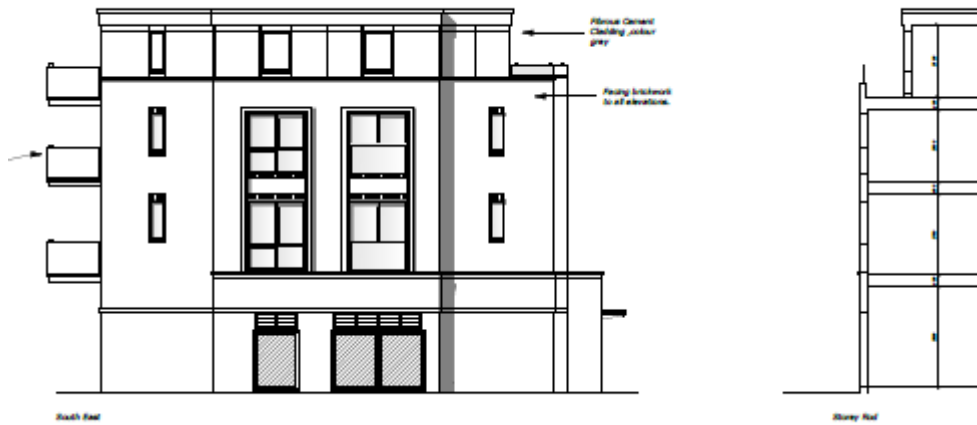
REV. C - Balconies a

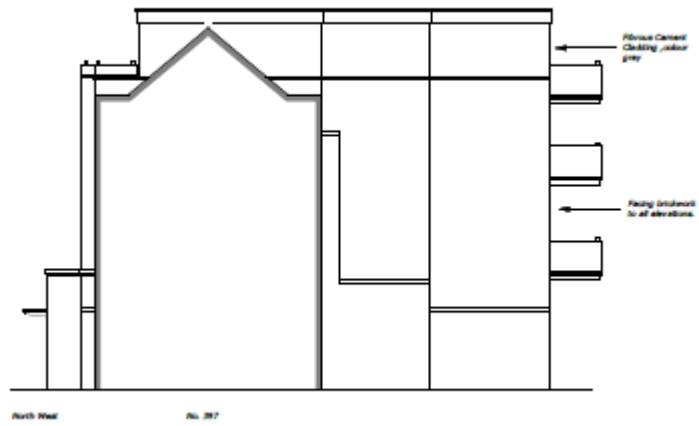
THIRD

Proposed Front Elevation

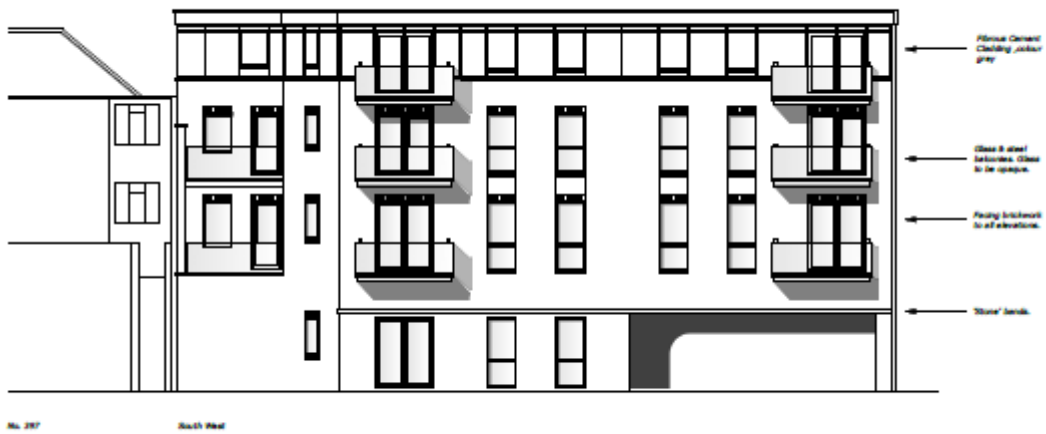


Proposed Flank Elevations and Section



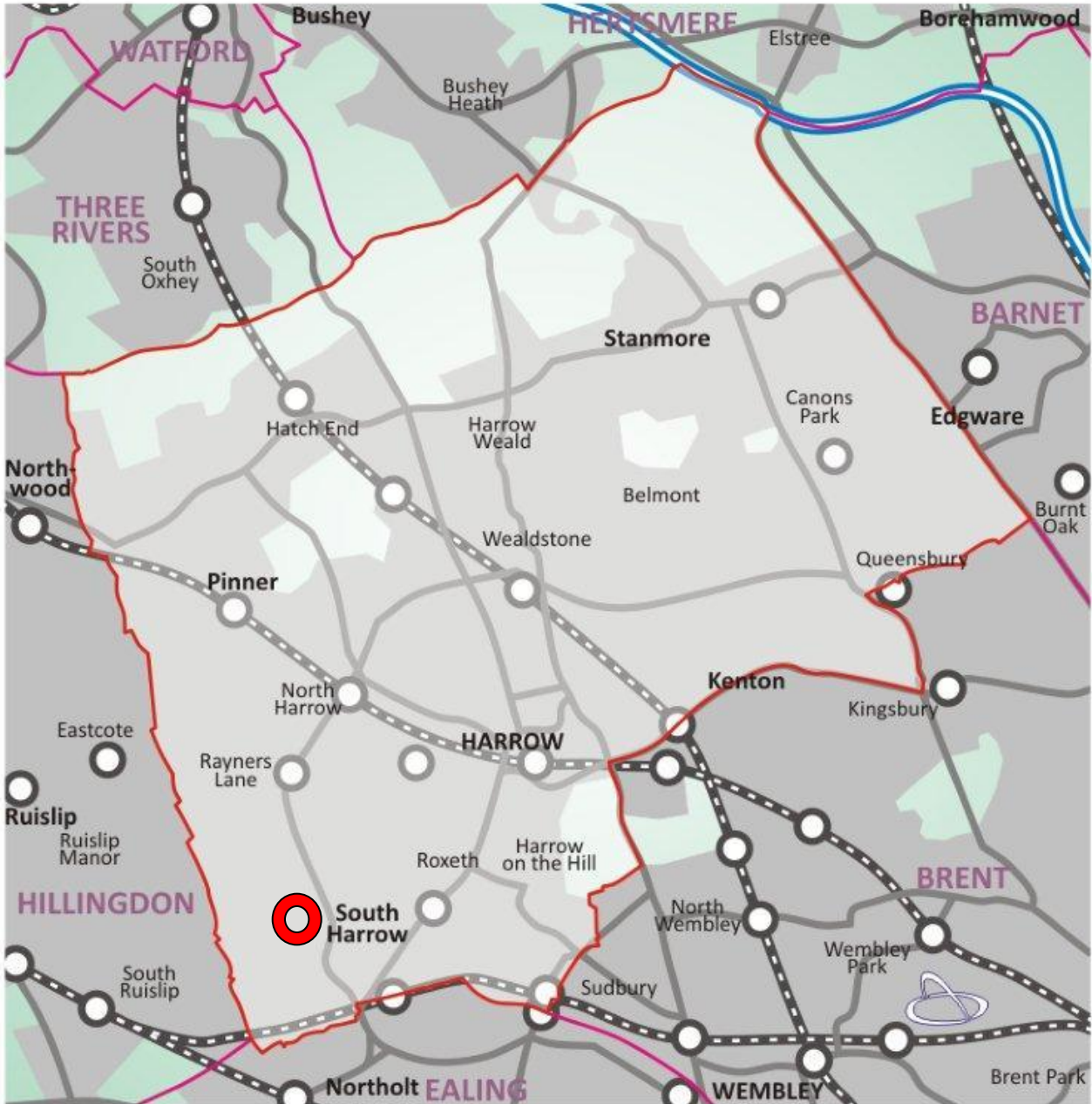


Proposed Rear Elevation



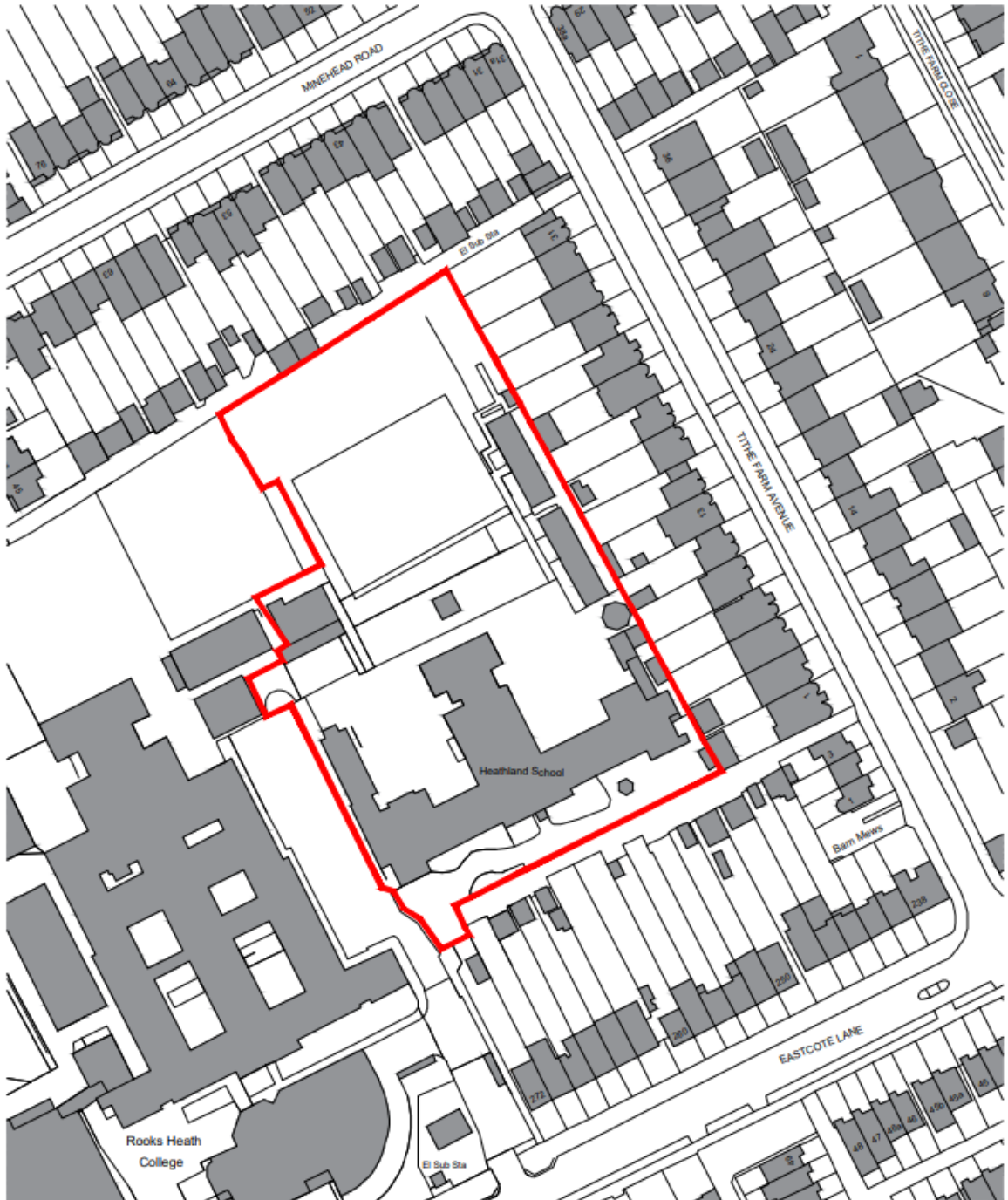
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 = application site



Heathland School, Eastcote Lane, HA2 9AG	PL/0459/23
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Location Plan



Site Location Plan @ 1:1250



Scale in metres

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

17th April 2024

APPLICATION NUMBER: PL/0459/23
VALID DATE: 8TH NOVEMBER 2023
LOCATION: HEATHLAND SCHOOL, EASTCOTE LANE,
HARROW
WARD: ROXBOURNE
POSTCODE: HA2 9AG
APPLICANT: MR MANVIR PANESAR
AGENT: ACADEMY ESTATE CONSULTANTS LTD
CASE OFFICER: AKSHAY SISODIA
EXPIRY DATE: 22nd APRIL 2024 (EOT)

PROPOSAL

Redevelopment to provide single storey teaching block (Use class F1a) (demolition of existing teaching block)

RECOMMENDATION

The Planning Committee is asked to:

- 1) Agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of this report.

REASON FOR THE RECOMMENDATION

The proposal would result in an improvement in the school's educational facilities whilst ensuring that the proposed building would not detract from the character and appearance of the application site, street scene and area in a wider context, and would have an acceptable impact upon the residential amenity of neighbouring properties. The proposed development would not result in an unacceptable increase in parking strain and would not adversely impact upon the safety of the highway. The proposed development is not considered to conflict with S17 of the Crime and Disorder Act 1998 (as amended), and finally, the applicant has provided a Reasonable Exemption Statement to confirm that the development will not adversely affect the appropriate fire safety measures of the site. Conditions have been recommended requiring the submission of a Demolition and Construction Logistics Plan, as well as details on foul water disposal and surface water disposal and attenuation.

In light of the above, subject to conditions the proposed development would be in accordance with the National Planning Policy Framework (2023), Policies GG1, GG2, GG3, D3, D4, D5, D11, D12, D13, D14, S1, S3, SI 2, SI 12, SI 13, T1, T2, T3, T4, T5, T6, T7 of the London Plan (2021), Policies CS1.B, CS1.E, CS1.F, CS1.T, CS1.U, CS1.W, CS1.Z, of

the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM18 DM22, DM42, DM43, DM44, DM46 of the Harrow Development Management Policies Local Plan.

INFORMATION

This application is reported to Planning Committee as the footprint of the proposal exceeds 100m² floorspace, on land owned by the Council and therefore falls within proviso C (i) of the Scheme of Delegation.

Statutory Return Type:	(E)18.Minor Development, all other
Council Interest:	None
Net additional Floorspace:	Approximately 330m ²
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	N/A
Local CIL requirement:	N/A

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

It is considered that the proposed development would not adversely impact upon community safety issues or conflict with development plan policies in this regard.

1.0 SITE DESCRIPTION

- 1.1 The application relates to Heathland School, a public mixed gender primary school which accommodates children from the ages of 3 to 11 years old. The site is located towards the northeastern side of Eastcote Lane.
- 1.2 The site is comprised of a number of teaching buildings (ranging from 1 to 3 storeys in height - the main school building is two storeys in height. The school site benefits from soft and hard surfaced play areas across the site.
- 1.3 To the west of the site, the application site is flanked by Rooks Heath College and School. The rear gardens of a numbers of residential dwellinghouses along Eastcote Lane sit to the south of the site. A servicing road provides a small buffer between these gardens and the site. The rear gardens of a number of dwellinghouses along Tithe Farm Avenue are located to the east of the site. The rear gardens of a number of dwellinghouses along Minehead Road are located to the north of the site.
- 1.4 The main access to the site is off Eastcote Lane.
- 1.5 There are no statutory or locally listed buildings within the confines of the site, and the site is not located within a Conservation Area.
- 1.6 The green playing field located towards the north of the site forms Designated Open Space.
- 1.7 The application site located within a Critical Drainage Area, but is not located within a high risk Flood Zone.

2.0 PROPOSAL

- 2.1 The removal of two existing demountable single storey detached teaching blocks and an existing single storey toilet block linked to the main building, all located towards the eastern boundary of the site beside the rear gardens of houses along Tithe Farm Avenue, and the construction of a long single storey teaching block consisting of 4 teaching rooms, an office, a store (with staff WC), a plant roof, an accessible WC, and well as girls and boys toilets.
- 2.2 The proposed building would feature a flat roof with a height of approximately 3.9m, it would feature a front canopy to the western elevation and would be finished in brick with fenestration to the front (western) and rear (eastern) elevations.
- 2.3 As set out within an email from the agent (Dated 19/03/2024), the proposed development would not result in changes to student and/or staff numbers.
- 2.4 It should be noted that the submitted drawings indicate the provision of proposed 2m high V-mesh fencing and gates around a small outbuilding located to the south of the proposed building. This was not described within the submitted application

form, and therefore was not referenced within the description of development meaning that neighbouring occupants have not been sufficiently made aware of this change. It should be noted that officers have not made an assessment on this proposed fencing and gates as part of the application, an informative has been imposed making it clear that this has not been assessed and approved (subject to committee decision) as part of this application. The height of this boundary treatment appears to be consistent with permitted development allowances, however the applicant is encouraged to submit a Certificate of Lawful Development application to verify its lawfulness, or alternatively submit a separate planning application.

3.0 RELEVANT PLANNING HISTORY

3.1. A summary of the planning application history is set out below:

Ref no.	Description	Status & date of decision
HAR/17582/A	H.Q. Building for scout group	Granted 05/04/1963
HAR/19611	Store for sports equipment	Granted 15/11/1962
HAR/19611/A	Store for sports equipment (revised)	Granted 14/10/1963
LBH/5370	Erection of 2-storey classroom block	Granted 20/07/1970
LBH/5370/1	Erection of temporary mobile classroom	Granted 10/08/1970
LBH/5370/2	Erection of additional temporary mobile classroom	Granted 17/12/1970
LBH/5370/3	Retention and continued use of temporary mobile classroom	Granted 25/08/1971
LBH/5370/4	Retention and continued use of additional temporary mobile classroom	Granted 25/08/1971
LBH/5370/5	Erection of additional temporary mobile classroom	Granted 25/08/1971
LBH/5370/6	Conversion of existing lean-to shelter into enclosed store-room	Granted 04/04/1972
LBH/5370/7	Erection of additional temporary mobile classroom	Granted 31/05/1972
LBH/5370/8	Erection of additional temporary mobile classroom (junior school)	Granted 18/12/1972
LBH/5370/9	Erection of additional temporary mobile classroom unit	Granted 02/04/1973
LBH/5370/10	Erection of single-storey extension to woodwork store (boys school)	Granted 14/08/1973
LBH/5370/11	Erection of two additional temporary mobile classroom units (infant)	Granted 07/08/1973

LBH/5370/12	Retention and continued use of temporary mobile classroom	Granted 09/10/1973
LBH/5370/13	Erection of 3-storied extension to provide additional teaching accommodation	Granted 18/02/1974
LBH/5370/14	Erection of mobile classroom	Granted 09/06/1976
LBH/5370/15	Retention of mobile classroom unit	Granted 30/07/1976
LBH/40723	Application under reg 4 of the t&cp gen regs 1976: two detached single storey mobile classroom units to replace existing	Granted 08/05/1990
WEST/484/94/LA3	Enclosure of two covered walkways	Granted 10/10/1994
WEST/151/97/LA3	External alterations to former toilet block and dining room including provision of new windows and re-cladding and provision of disabled access facilities with ramp and steps	Granted 23/05/1997
WEST/740/97/LA3	Detached single storey building with canopy and access ramp to provide nursery school	Granted 14/01/1998
P/165/06/CFU	Part single part two storey side extension to west wing to provide additional facilities	Granted 09/06/2006
P/2770/07UN	Two storey infill extension with lower ground floor located on north west elevation at the rear	Granted 23/11/2007
P/1287/09	TWO STOREY INFILL EXTENSION (FIRST FLOOR AND MEZZANINE) TO PROVIDE NEW THREE STOREY LIFT SHAFT AND REPLACEMENT OF WINDOWS TO REAR (EAST) ELEVATION	Granted 09/09/2009
P/2489/09	NEW CANOPY TO MAIN ENTRANCE ON FRONT ELEVATION; EXTERNAL ALTERATIONS; REPLACEMENT AND NEW 2M HIGH SECURITY FENCING WITH GATES ALONG ACCESSWAY, CAR PARK, PLAY AREAS AND SITE BOUNDARY; SOFT LANDSCAPING; WIDENING OF VEHICLE ACCESS TO EASTCOTE LANE AND ALTERATIONS TO PEDESTRIAN ENTRANCE; RAISED FOOTPATH	Granted 16/03/2010

	AND HARDSURFACING; ILLUMINATED BOLLARDS AND LIGHTING; MODIFICATIONS TO CAR PARK LAYOUT; NEW REFUSE STORAGE AREA, BIKE STORAGE AND PARKING AT THE ENTRANCE; REMOVAL OF SHEDS	
P/0352/10	TWO STOREY PLUS BASEMENT EXTENSION TO THE REAR OF MAIN BUILDING; FOLLOWING DEMOLITION OF EXISTING SINGLE STOREY WING AT REAR	Granted 26/04/2010
P/4643/15	Prior approval for the installation of solar panels on roof	Refused 23/11/2015

4.0 **CONSULTATION**

- 4.1 A total of 96 consultation letters were sent to neighbouring properties regarding this application.
- 4.2 The overall public consultation period expired on 03rd January 2024. 4.no objections were received. If further comments are received between the publication of this committee report and the committee meeting, these shall be set out within an addendum.
- 4.3 The objections raised have been summarised and responded to in the table below:

Summary of Matters Raised	Officer Response
Concern over noise disturbance from building works and an increase in cars along their road.	As per recommendations made by the Council's Highways Officer, a condition has been recommended requiring the applicant to submit a Demolition and Construction Logistics Plan prior to the commencement of the development in order to be certain that demolition and construction operations would be undertaken in such a manner that they would not result in significant disturbance to neighbouring residents in, and in order to be certain that demolition and construction operations can be safely undertaken, without unduly impeding the flow of vehicular movement around the surrounding local highway network. The proposed development would not result in an increase in the number of students and/or staff, as such it is not

	considered to result in increased strain upon on-street car parking.
They question which part of the school is to be demolished and rebuilt, and express concerns as their garden backs onto the school.	The existing floor plan drawings (1297-PL-002) together with the proposed flood plan drawings (1297-PL-003) clearly illustrate which existing buildings are to be removed and where the proposed building is to be located. Please refer to the Residential Amenity Section (6.4) of this committee report for a full assessment of the proposal upon the residential amenities of neighbouring properties.
Concern that residents have been given insufficient time to make comments given the timing of the festive period.	Neighbouring occupants have been given significant time following the festive period to provide comments on the application, far exceeding the 21 day statutory consultation period.
Concern over the height of the proposed building and overlooking of their garden from the facing windows, given the building's proximate siting to their rear garden. Their garden is currently subject to overlook from the windows from an existing teaching block, for which they were told would be the same height as a pitched roof building which existed previously in the same location, however the windows ended up being higher.	Impacts relating to overlooking, loss of outlook and visual amenity are addressed within the Residential Amenity Section (6.4) of this committee report. Officers are only considering proposed works as part of this application and are not making an assessment on the acceptability of the existing structures.
They note that they are unable to access the proposed drawings online.	Officers have looked into this and can confirm that the proposed drawings are accessible online through the Council's website, and records indicate that these drawings have been online since 13/11/2023.

4.4 Statutory and non-statutory consultation

4.5 A summary of the consultation responses received are set out in the Table below.

Consultee and Summary of Comments
Highways – Officers had a discussion with highways, within which it was confirmed that a Demolition and Construction Logistics Plan would be expected for a development of this scale.

Waste Management Policy Officer – No response

Drainage Team Leader – No comments have been received; however officers have recommended for the application of standard drainage conditions commonly applied for developments of this scale outside of high risk Flood Zones.

5.0 POLICIES

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

5.2 '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.'

5.3 The Government has issued the National Planning Policy Framework [NPPF 2023] which 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.

5.4 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]. The relevant policies are referenced within the report below and a summary within Informative 1

6.0 ASSESSMENT

6.1 The main issues are:

- Principle of the Development
- Character, Appearance and Design
- Residential Amenity
- Accessibility
- Traffic and Parking
- Development and Flood Risk
- Sustainability
- Fire Safety

6.2 Principle of Development

6.2.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): S1, S3
- Harrow Core Strategy 2012: CS1.Z

- Harrow Development Management Policies Local Plan (2013): DM46

- 6.2.2 The NPPF (Dec 2023) requires that Local Planning Authorities give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications (paragraph 99 (a)).
- 6.2.3 Policy S1 C of the London Plan notes that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported.
- 6.2.4 Policy S3 of the London Plan relates to 'Education and childcare facilities'. Part B of the policy notes that development proposals for education and childcare facilities should:
- 1) Locate facilities in areas of identified need.
 - 2) locate facilities in accessible locations, with good public transport accessibility and access by walking and cycling
 - 3) locate entrances and playgrounds away from busy roads, with traffic calming at entrances
 - 4) link to existing footpath and cycle networks to create healthy routes to schools, and other education and childcare facilities, to enable all children to travel actively to school (walk, cycle or travel by public transport)
 - 5) maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures
 - 6) encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities, and between early years and health and social care providers
 - 7) ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach
 - 8) ensure that facilities incorporate suitable, accessible outdoor space
 - 9) locate facilities next to parks or green spaces, where possible
- 6.2.5 Part C of Policy S3 of the London Plan notes that development proposals should ensure that there is no net loss of education or childcare facilities, unless it can be demonstrated that there is no ongoing or future need.
- 6.2.6 Policy CS1.Z of Harrow's Core Strategy relates to 'Required Infrastructure'. It notes that proposals for new development will be required to demonstrate adequate capacity exists or can be secured both on and off site to serve the development. The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing or proposed development or required to meet projected future requirements. The loss of community facilities will be resisted unless adequate arrangements are in place for their replacement or the enhancement of other existing facilities.
- 6.2.7 Policy DM46 of the Council's Development Management Policies Local Plan relates to 'New Community, Sport and Education Facilities' Part B of the Policy notes that proposals for the provision of new community, sport, and educational facilities will be supported where:

- a) they are located within the community that they are intended to serve;
- b) subject to (a) they are safe and located in an area of good public transport accessibility or in town centres; and
- c) there would be no adverse impact on residential amenity (see Policy DM1) or highway safety.

6.2.8 The proposed development is not considered to conflict with the interests of the above planning policies. The development involves the removal of existing demountable teaching blocks and a toilet block and the erection of a replacement permanent building in its place. The proposed building would provide an improvement in facilities with a greater quantum of teaching space being provided (approximately 18m² more), a staff office being provided, additional storage space being provided and well as integrated toilets. The proposed building would also be vastly superior in terms of its aesthetics, offering a far more attractive environment for students to learn. The need for the building is considered to be justified.

6.2.9 The proposed development would serve the existing student base, the proposal is not being used to justify an expansion in the number of pupils that the school accommodates. The proposed building is located within the confines of an existing school, as such its public transport accessibility is not of significant importance. The proposed development is not considered to impact upon the safety of students, teachers, visitors, pedestrians and vehicles, furthermore it is not considered to unduly prejudice the residential amenity of neighbouring occupants, further assessment will be provided on this within the pertinent sections of this committee report.

6.2.10 In light of all of the above, officers raise no objection to the principle of development.

6.3 Character, Appearance and Design

6.3.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D3, D4
- Harrow Core Strategy 2012: CS1.B, CS1.F
- Harrow Development Management Polices Local Plan (2013):DM1, DM18 DM22

6.3.2 Policy D3.D(1) of the London Plan states that development should in terms of form and layout, enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Policy D3.D(11) goes on to states that in terms of quality and character, developments should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.

- 6.3.3 Policy D4 of the London Plan outlines how Local Planning Authorities should scrutinise development proposals to ensure that they deliver a good design, and outlines what information should be provided in achieving this.
- 6.3.4 Policy CS1.B of Harrow's Core Strategy notes that proposals that would harm the character of suburban areas and garden development will be resisted. All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design.
- 6.3.5 Policy DM1 of the Development Management Policies Local Plan states that all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted.
- 6.3.6 Policy DM18 of the DMP relates to the protection of open space and notes that proposals that would be harmful to open space, having regard to the criteria set out within the policy, will be refused.
- 6.3.7 Policy DM22 of the Development Management Policies Local Plan provides design guidance on trees and hard and soft landscaping for proposals. Part B of this policy provides an assessment framework on appropriate forms of hard and soft landscaping.
- 6.3.8 The proposed development is considered to be acceptable on character and design grounds. The existing buildings being replaced are of poor architectural merit as such officers raise no objection to their removal. Whilst the proposed development results in the loss of some open space provided on site, the main play area of the school would remain unaffected, and there would be sufficient space around buildings for setting. Although the proposed building would be very wide, its overall height, scale and massing is not considered to be excessive and would be comparable to other buildings within the site and would not appear as an alien addition. Any views of the proposed building between houses along Tithe Farm Avenue would be negligible and would be considered within the backdrop of the overall main school buildings, as such the proposed development is not considered to result in undue harm upon the street scene of Tithe Farm Avenue. The detailed design of the building and use of external materials is considered to be acceptable in context with the design and finishes of other buildings across the school complex.
- 6.3.9 The proposed development is not considered to be significant enough in height and scale to unduly impact upon the openness of the Designated Open Space sited to the north of the site.

6.4 Residential Amenity

6.4.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D3
- Harrow Development Management Policies Local Plan (2013): DM1

6.4.2 Policy DM1 of the Development Management Policies Local Plan seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

6.4.3 The proposed new building would be sited closest to numerous residential properties located along Tithe Farm Avenue. Any impact would be most significant to No. 9-23 Tithe Farm Avenue, the rear ends of the gardens of these neighbouring properties would sit parallel to the proposed new building. The proposed building is set back approximately 2.15 metre from the rear boundaries of these neighbouring properties, and many of these neighbours benefit from rear outbuildings which would screen the development from view. Screening would also be provided by way of the boundary treatment sited between the school and the rear gardens of these neighbouring properties.

6.4.4 Owing to the fact that the proposed building would be limited to a single storey and would be well set back from the main rear facades of adjacent dwellinghouses along Tithe Farm Avenue (distances ranging from approximately 21m to 17.15m), it is not considered to unduly impact upon light, outlook and visual amenity afforded to the rear facing habitable room windows of these neighbouring properties. Whilst the proposed building would be visible from the rear end of some gardens along Tithe Farm Avenue, the proposed building would actually incorporate a ridge height lower than the existing teaching blocks being replaced (approximately 0.1m lower), taking this into account alongside the existence of boundary screening and the approximately 2.15 metre separation gap, the proposed development is not considered to result in significantly worsened impacts of overshadowing and loss of outlook in respect to the rear gardens of No. 9-23 Tithe Farm Avenue. It is worth adding that any resultant impact would be to the very rear end of adjacent gardens, with limited impact to the vast majority of usable amenity space.

6.4.5 Measuring off the applicant's proposed elevation drawings, officers have observed that the glazing associated with the rear facing windows serving class rooms and the staff office would have a base height of approximately 1.15 metre and a maximum height of approximately 2.2 metres, the glazing associated with the WC windows would have a base height of approximately 1.78 metres and a maximum height of approximately 2.2 metres. There would be an approximately 2.15 metre separation gap between the building and the rear gardens of parallel neighbours and following a site visit officer observed there to be approximately 1.8m high solid boundary treatment in the form of fencing and walls at boundary between the site and properties along Tithe Farm Avenue. Officers note that there is some potential for overlooking in respect to certain gardens, as such officers have recommended

for the application of a condition requiring the proposed rear facing fenestration to be obscure glazed and have restricted openings where they are not set above 1.7m above internal floor level.

6.4.6 The proposed building is considered to be sufficiently distant from parallel rear gardens along Minehead Road to the north, and is not considered to give rise to any undue impact in respect to these neighbours.

6.5 Accessibility

6.5.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D5
- Harrow Development Management Policies Local Plan (2013): DM2

6.5.2 London Plan policy D5 notes that development proposals should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London's diverse population
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
- 4) be able to be entered, used and exited safely, easily and with dignity for all
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

6.5.3 Policy DM2 of the Development Management Policies Local Plan notes that the location, design and layout of development, and any associated improvements to public realm, transport and other infrastructure, will be required to contribute to the creation of lifetime neighbourhoods. In particular:

- b) non-residential development and change of use proposals must be accessible to all.

6.5.4 The entrances to the existing teaching blocks are highly elevated, and are only accessible via sets of tall access steps. The proposed building would be accessible without the need for access steps, and although it has not been made clear if the building would be directly accessible for wheelchair users, it appears possible for the buildings to be easily adapted if necessary.

6.6 Traffic, Parking and Refuse

6.6.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): T5, T6
- Harrow Core Strategy 2012: CS1.Q, CS1.R, CS1.S
- Harrow Development Management Policies Local Plan (2013): DM42, DM43 DM44

6.6.2 London Plan maximum car parking standards are outlined within Policy T6 of the London Plan. Policy T5 outlines minimum cycle parking standards.

6.6.3 Policy T7 of the London Plan relates to deliveries servicing and construction. Part G of this policy notes that development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street parking bays used only when this is not possible.

6.6.4 Policy DM42 of the Development Management Plan relates to the Council's parking standards. Criterion (F) of this Policy notes that proposals that would result in inappropriate on-site parking provision and those which would create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists will be resisted.

6.6.5 Policy DM43 of the DMP relates to Transport Assessments and Travel Plans. Part A of the policy notes that proposals for major development will be required to submit a Transport Assessment for objective review by the Council. The Transport Assessment should quantify the impacts of the proposal upon public transport, the highway network, the cycle network, and upon conditions for pedestrians. Part B of the Policy notes that proposals for major development will be required to satisfactorily mitigate the impacts identified in the Transport Assessment and any others arising from the Council's assessment of it. Mitigation measures will be required to contribute to the desirability of achieving modal shift away from private car use and should include the preparation and implementation of Travel Plans. Part C notes that proposals that fail to satisfactorily mitigate the transport impacts of development will be resisted. Whilst the proposal is not a major development, given that it relates to the development of a school which is already expected to make a shift towards healthier and more sustainable modes of transport outside of this application, Policy DM43 is relevant.

6.6.6 Policy DM44 of the Council's Development Management Plan relates to servicing. Within Part C, it is emphasised that proposals that will be detrimental to safety, traffic flow or the amenity of neighbouring occupiers will be resisted.

6.6.7 Owing to the fact that the proposed development does not result in an increase in the number of pupils and staff on-site it is not considered to result in an increase in the need for car and cycle parking. The proposed building is sited with the school complex and is distant from main highway network, it is not considered to compromise highways safety.

6.6.8 Based on the scale of demolition and construction works required for the proposed development, access limitations into the site, and its close proximity to surrounding residential properties, the Council's Highways Officer has recommended for the application of a condition requiring the applicant to submit a Demolition and Construction Logistics prior to the commencement of this development. Officers have recommended the application of this condition, please refer to Appendix 1.

6.7 Development and Flood Risk

6.7.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan (2021): SI 12, SI 13
- Harrow Core Strategy (2012): CS1.U, CS1.W
- Harrow Development Management Policies Local Plan (2013): DM9, DM10

6.7.2 The application site is located within a Critical Drainage Area and would result in an increase in development footprint on site and would therefore have an impact in terms of increase surface water flood risk. In order to be conclusively satisfied that the proposed development would not be susceptible to unacceptable flood risk and would not unduly exacerbate flood risk elsewhere, officers have recommended the application of standard conditions relating to the disposal of foul water, and surface water disposal and attenuation. In addition, officers have recommended for the application of a standard informative encouraging the use of Sustainable Urban Drainage systems (SUDs).

6.8 Sustainability

6.8.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan (2021): SI 2
- Harrow Core Strategy 2012: CS1.T
- Harrow Development Management Policies Local Plan (2013): DM12, DM14

6.8.2 London Plan policy SI 2 Minimising green house gas emission states that major development should be net zero carbon.

6.8.3 Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to "utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials"... Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity". Policy DM14 highlights that development proposals should incorporate renewable energy technology where feasible.

6.8.4 For minor development proposals, the development plan at this point does not set out energy and sustainability targets greater than those required by Building Regulations. As these standards would be secured through other legislation, the proposal is not considered to conflict with sustainability policies in the development plan.

6.9 Fire Safety

6.9.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan (2021): D12

6.9.2 Policy D12 of the London Plan notes that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. The applicant has completed a Reasonable Exemption Statement to confirm that the proposed development will not adversely affect the appropriate fire safety measures of the site.

7.0 CONCLUSION AND REASONS FOR RECOMMENDING APPROVAL

7.1 The proposal would result in an improvement in the school's educational facilities whilst ensuring that the proposed building would not detract from the character and appearance of the application site, street scene and area in a wider context, and would have an acceptable impact upon the residential amenity of neighbouring properties. The proposed development would not result in an unacceptable increase in parking strain and would not adversely impact upon the safety of the highway. The proposed development is not considered to conflict with S17 of the Crime and Disorder Act 1998 (as amended), and finally, the applicant has provided a Reasonable Exemption Statement to confirm that the development will not adversely affect the appropriate fire safety measures of the site. Conditions have been recommended requiring the submission of a Demolition and Construction Logistics Plan, as well as details on foul water disposal and surface water disposal and attenuation.

7.2 Subject to conditions the proposed development would be in accordance with the National Planning Policy Framework (2023), Policies GG1, GG2, GG3, D3, D4, D5, D11, D12, D13, D14, S1, S3, SI 2, SI 12, SI 13, T1, T2, T3, T4, T5, T6, T7 of the London Plan (2021), Policies CS1.B, CS1.E, CS1.F, CS1.T, CS1.U, CS1.W, CS1.Z, of the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM18 DM22, DM42, DM43, DM44, DM46 of the Harrow Development Management Policies Local Plan.

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1. Timing

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

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

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and plans:

1297-PL-003, 1297-PL-002, 1297-PL-003, Reasonable Exception Statement, Email from Agent (Dated 19/03/2024)

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

3. Materials

The external surfaces of the new building hereby approved shall be constructed in accordance with the details provided within the submitted application form and Drawing No. 1297-PL-003.

REASON: To safeguard the character and appearance of the area in accordance with Core Policy CS1.B of the Harrow Core Strategy (2012) and Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

4. Glazing

No window(s)/door(s), shall be installed in the flank elevation(s) of the new building hereby permitted without the prior permission in writing of the local planning authority.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

5. Obscure Glazing Rear Elevation

Notwithstanding the details shown on the approved drawings, The windows in the rear (eastern) elevation of the proposed building shall: (a) be of purpose-made obscure glass, (b) be permanently fixed closed below a height of 1.7m above finished floor level, and shall thereafter be retained in that form.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

6. Surface Water Disposal and Attenuation

The development hereby permitted shall not be commenced (other than demolition works) until works for the disposal of surface water and works for surface water attenuation and storage have been submitted to, and approved in writing by, the local planning authority.

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

REASON: To ensure that the development achieves an appropriate run-off rates in this high risk flood area and to ensure that sustainable urban drainage measures are utilised.

7. Foul Water Disposal

The development hereby permitted shall not be commenced (other than demolition works) until works for the disposal of sewage have been submitted to, and approved in writing by, the local planning authority.

The development shall be carried out in accordance with the details so agreed prior to the occupation of the development, and shall be retained as such thereafter.

REASON: To ensure that adequate drainage facilities are provided for the development.

8. Demolition and Construction Logistics Plan

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 and agreed in writing. 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; and
- 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
- i) How traffic would be managed to minimise disruption
- j) Air quality management measures

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.

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

The National Planning Policy Framework (2023)

London Plan 2021: GG1, GG2, GG3, D3, D4, D5, D11, D12, D13, D14, S1, S3, SI 2, SI 12, SI 13, T1, T2, T3, T4, T5, T6, T7

The Harrow Core Strategy 2012: CS1.B, CS1.E, CS1.F, CS1.T, CS1.U, CS1.W, CS1.Z

Harrow Development Management Policies Local Plan 2013:

DM1, DM2, DM9, DM10, DM12, DM14, DM18, DM22, DM42, DM43, DM44, DM46

2. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows: 0800-1800 hours Monday - Friday (not including Bank Holidays) 0800-1300 hours Saturday

3. 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 Portal website: <https://www.gov.uk/party-wall-etc-act-1996-guidance>

4. 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 applicant's expense. Failure to report any damage could result in a charge being levied against the property.

5. Grant without Pre-App Advice

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.

6. 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.

7. Sustainable Drainage Systems

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2023) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. The London Plan (2021) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information.

8. Fencing and Gates Not Assessed and Approved

The applicant is advised that the new 2m high V-mesh fencing and gates detailed on Drawing No. 1297-PL-003, have not been assessed and approved as part of this application as they were not referenced within the submitted application form and therefore were not reflected in the description of development. Whilst the height of this boundary treatment appears to be consistent with permitted development allowances, the applicant is encouraged to submit a Certificate of Lawful Development application to verify its lawfulness, or alternatively submit a separate planning application.

Checked

 <p>Orla Murphy Head of Development Management 4th April 2024</p>	 <p>Viv Evans Chief Planning Officer 4th April 2024</p>
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APPENDIX 2: SITE PLAN



Site Location Plan @ 1:1250



Scale in metres

APPENDIX 3: SITE PHOTOS

Front View of Existing Teaching Block:



Front View of Existing Teaching Block:



Front View of Existing Teaching Block:



View Between Teaching Blocks:



Front View of Toilet Block:



Space Between Teaching Block and Toilet Block:



Flank View of Toilet Block:



Land to Rear of Toilet Block:



View of Gardens to the Rear:



View of Gardens to the Rear:

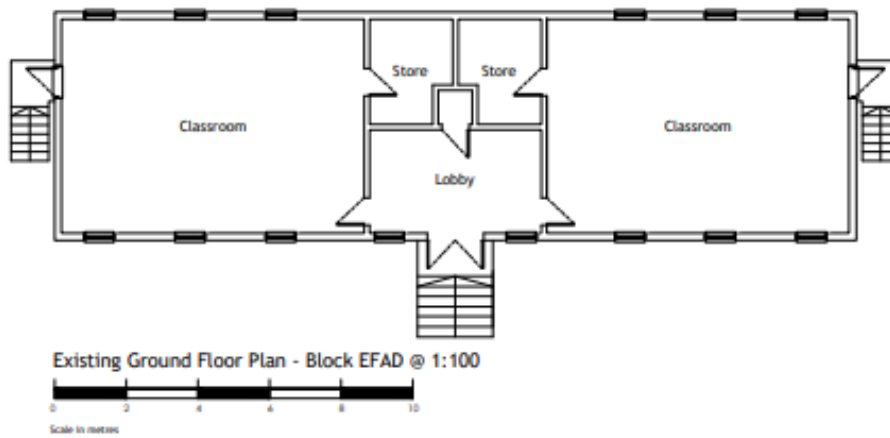


Land to the Rear of Teaching Blocks:

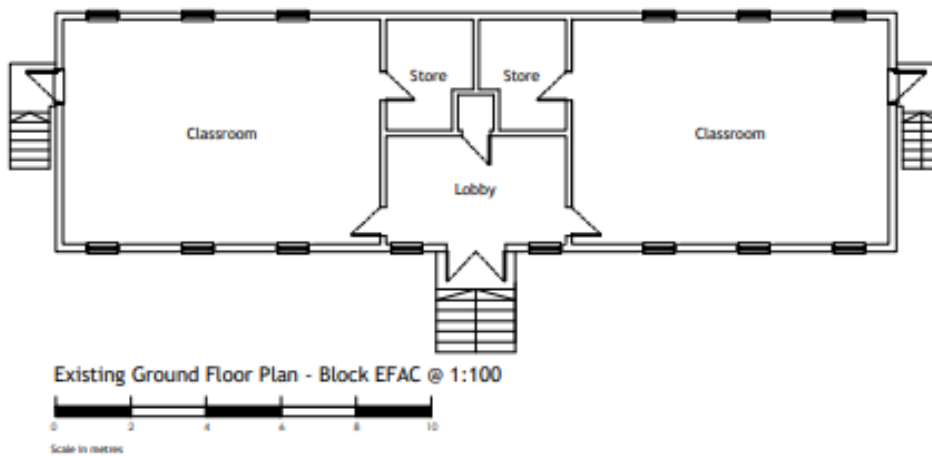


APPENDIX 4: PLANS AND ELEVATIONS

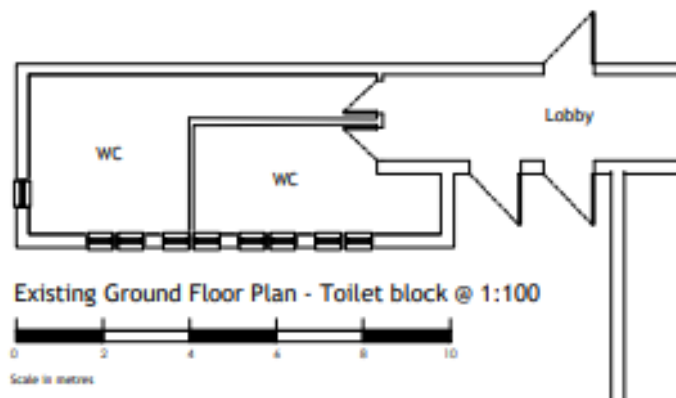
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Existing Ground Floor Plan (Block EFAC):



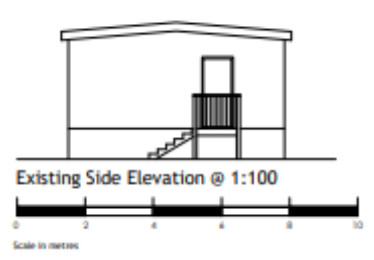
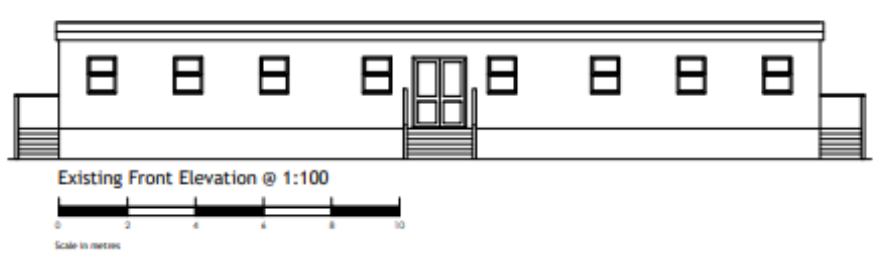
Existing Ground Floor Plan (Toilet Block):



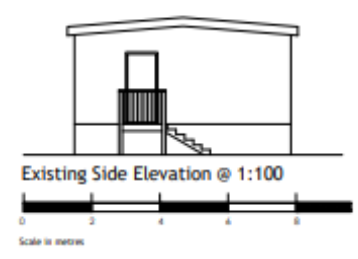
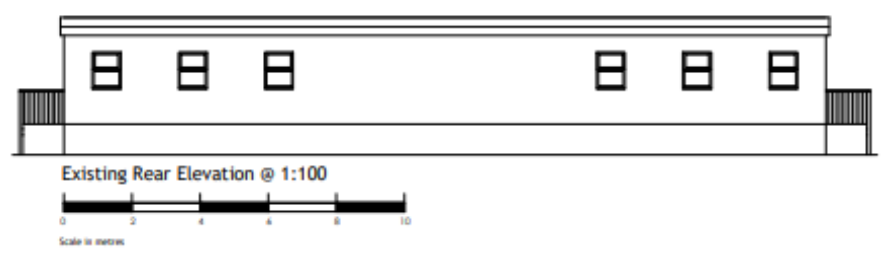
Existing Block Plan:



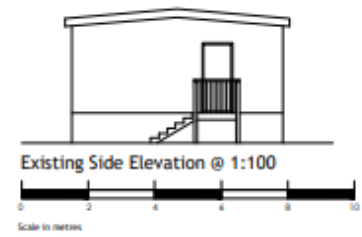
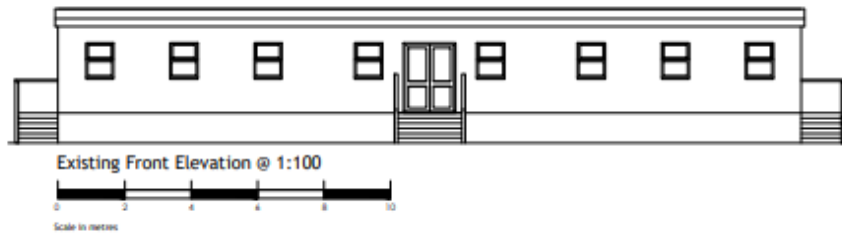
Existing Front and Side Elevations (Block EFAD):



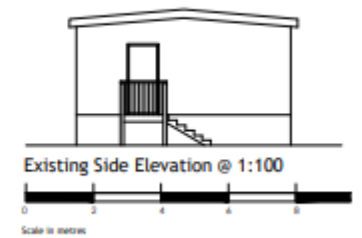
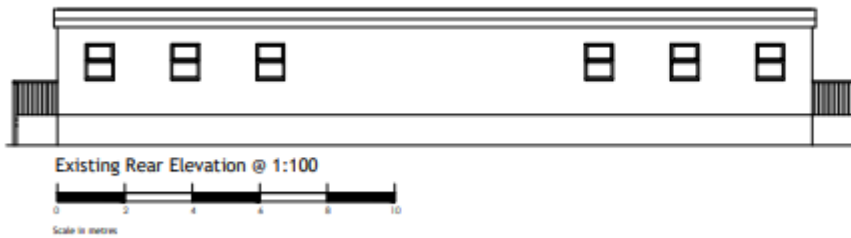
Existing Rear Elevation and Other Side Elevation (Block EFAD):



Existing Front and Side Elevations (Block EFAC):



Existing Rear Elevation and Other Side Elevation (Block EFAC):



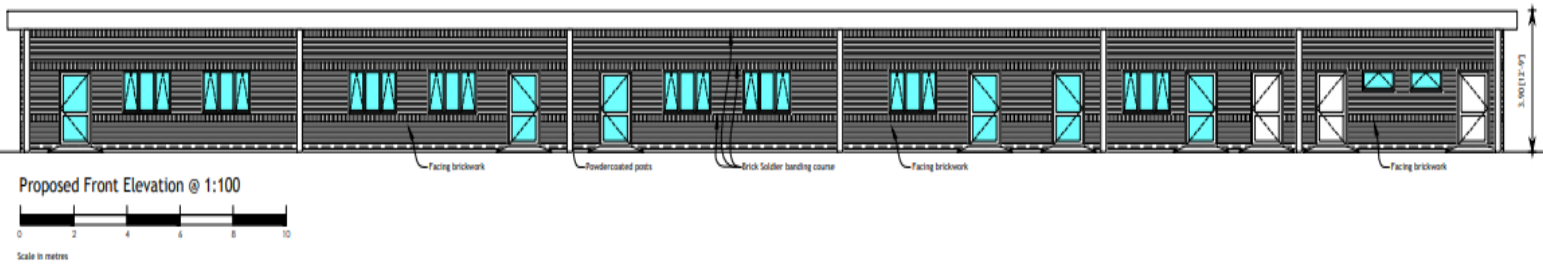
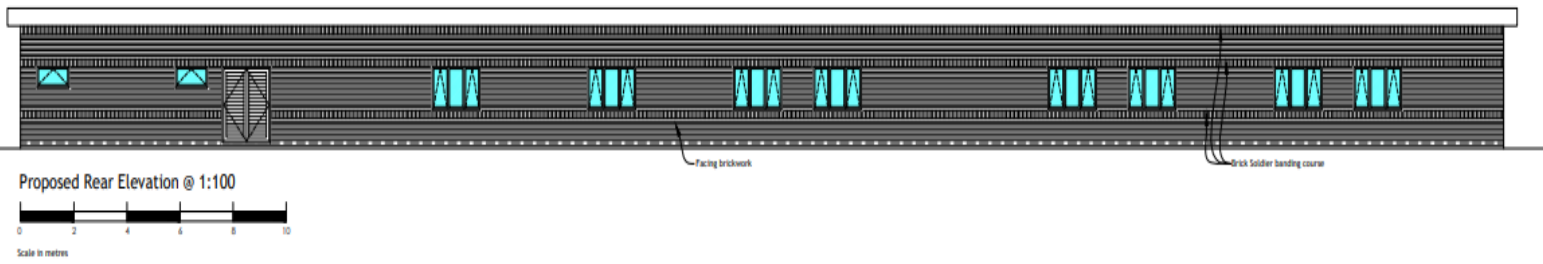
Proposed Ground Floor Plan:



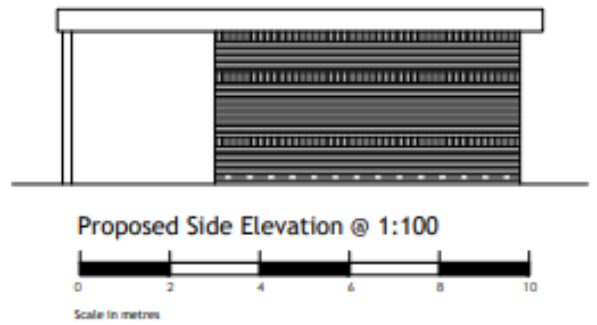
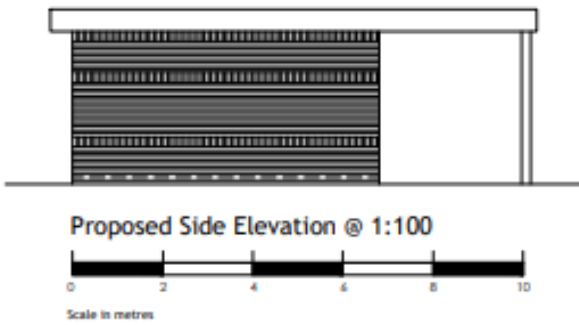
Proposed Block Plan:



Proposed Front and Rear Elevations:



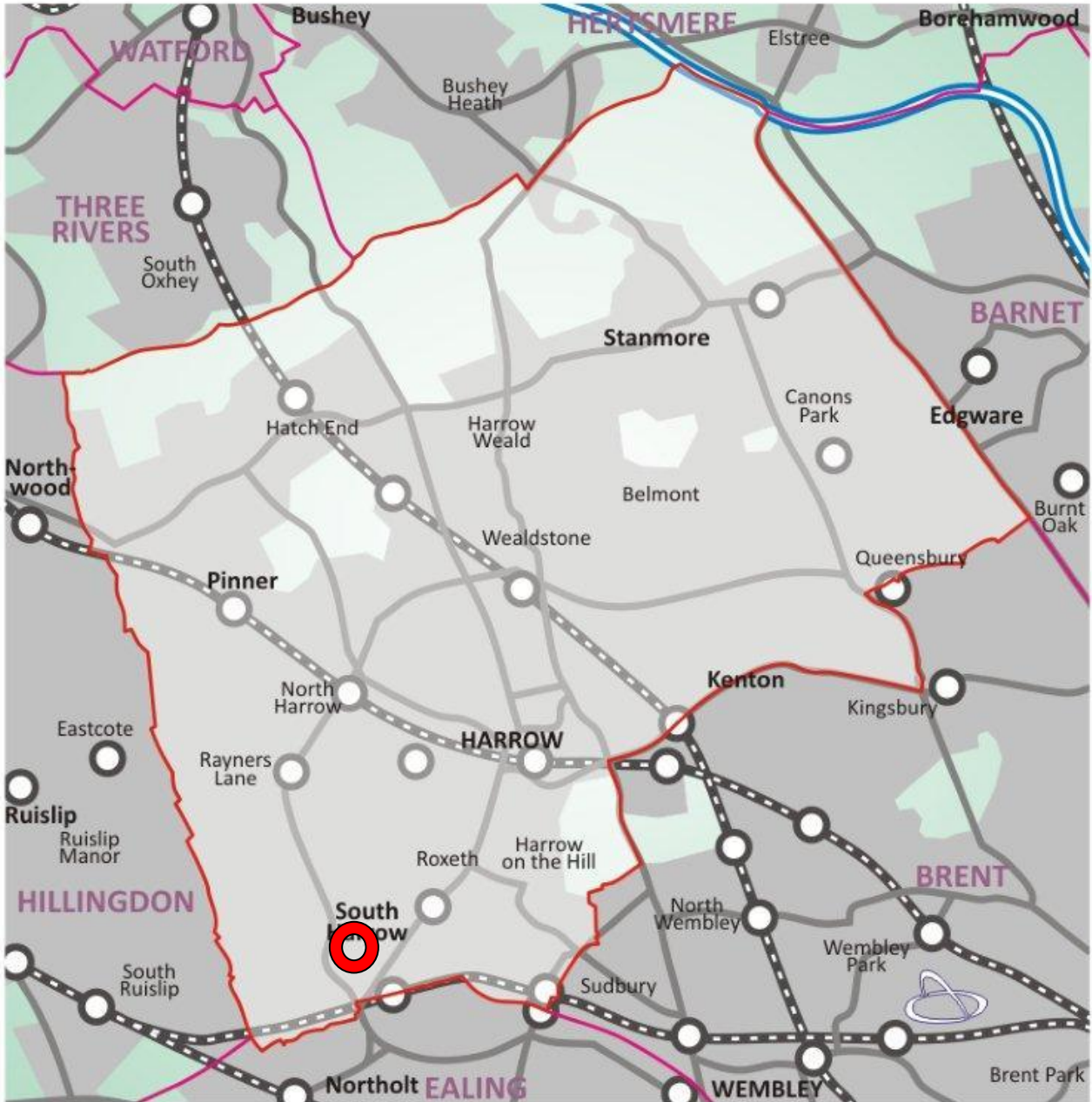
Proposed Front Side Elevations:



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 = application site



40A Somervell Road & 1 Carlyon Avenue, HA2 8TT and HA2 8SU PL/0294/24

Location Plan



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

17th April 2024

APPLICATION NUMBER: PL/0294/24
VALID DATE: 03rd JANUARY 2024
LOCATION: 40A SOMERVELL ROAD & 1 CARLYON AVENUE,
WARD: ROXETH
POSTCODE: HA2 8TT & HA2 8SU
APPLICANT: MR PATEL
AGENT: MR JASON SEED
CASE OFFICER: AKSHAY SISODIA
EXPIRY DATE: 22nd April 2024 (EOT)

PROPOSAL

Redevelopment to provide two storey building comprising of six self contained flats (four X 2 bed, two X 3 bed); landscaping; boundary treatment; parking; bin and cycle stores

RECOMMENDATION

The Planning Committee is asked to:

- 1) Agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of this report.

REASON FOR THE RECOMMENDATION

The proposal would not constitute Garden Land Development, it would contribute towards housing stock within the Borough and the quality of accommodation for the future. It would not detract from the character and appearance of the host building, street scene and area in a wider context. It would provide a suitable quality of accommodation for future occupiers without unduly impacting neighbouring residential amenity. The development is considered to be appropriately accessible. The proposal would provide a modest gain to biodiversity on site. It is not considered to result in significantly adverse traffic and parking impacts. The development's proposed refuse storage arrangements are considered to be acceptable. Insufficient detail has been provided on the development's compliance with Secured by Design requirements additional detail on this can be requested and secured via condition. Conditions have also been recommended requiring the submission of a Demolition and Construction Logistics Plan, a Delivery and Servicing Plan, a Car Park Design and Management Plan, a detailed Fire Safety Statement, and further details on proposed materials, landscaping works, boundary treatment works, television reception equipment, as well as details on foul water disposal and surface water disposal and attenuation.

In light of the above, subject to conditions, the proposed development would be in accordance with the National Planning Policy Framework (2023), Policies D1, D3, D4, D5,

D6, D7, D11, D12, D14, G6, H1, H2, H10, G6, G7, SI 7, SI 12, SI 13, T5, T6, T6.1, T7 of the London Plan, Core Policy CS1 of the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM20, DM21, DM22, DM23, DM24, DM27, DM42, DM44, DM45 of the Harrow Development Management Policies Local Plan, and the guidance set out within the Garden Land Development SPD (2012), the Residential Design Guide SPD (2010), the Technical Housing Standard – Nationally Described Space Standards (2015), Characterisation and Growth Strategy LPG (2023), Small Sites Design Codes LPG (2023), Optimising Site Capacity: A Design-Led Approach LPG (2023), Housing Design Standards LPG (2023), the Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties SPD (2016) and finally the Sustainable Building Design SPD (2009).

INFORMATION

This application is reported to Planning Committee as the proposed development consists of the construction of more than 3 new dwellings. The proposal therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	13.Minor Dwellings
Council Interest:	None
Net additional Floorspace:	Approximately 304 sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	Approximately £19,623 (Includes Indexation)
Local CIL requirement:	Approximately £52,996 (Includes Indexation)

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

The applicant has failed to provide sufficient detail on the proposed development's resilience to crime. For the avoidance of doubt, a condition has been imposed requiring the applicant to submit evidence of certification of Secure by Design accreditation prior to the occupation of the development.

1.0 SITE DESCRIPTION

- 1.1 The application site relates to two semi-detached bungalows (No. 40a Somervell Road and No. 1 Carlyon Avenue) sited on at the junction between Somervell Road and Carlyon Avenue.
- 1.2 The host buildings are located on a prominent triangular shaped corner site and feature very deep front gardens, with their private rear gardens being smaller and sited to the side and rear of the dwellings.
- 1.3 No. 40A Somervell Road has been extended by way of a small single storey rear conservatory. This property also benefits from a rear outbuilding.
- 1.4 No. 1 Carlyon Avenue has been extended by way of a modest ground floor side to rear infill extension, and a ground floor rear canopy. This neighbour benefits from a detached garage fronting Carlyon Avenue which is served by a vehicular crossover.
- 1.5 No. 42 and 42A Somervell Road are sited immediately to the west of the site (rear) and are a semi-detached pair of bungalows whose rear gardens face northwards towards Carlyon Avenue. Both of these properties have been extended by way of single storey rear extensions, and No. 42 Somervell Road benefits from a detached garage to the rear which sits in a similar position to No. Carlyon Avenue's garage.
- 1.6 To the west along Carlyon Avenue, No. 3 Carlyon Avenue sits further west of the rear gardens of No. 42 and 42A Somervell Road. This property is a two storey semi-detached dwellinghouse which has been extended by way of a distinctive flat roofed two storey side extension.
- 1.7 To the north, the site is flanked by the main highway along Carlyon Avenue, to the south the site is flanked by the main highway along Somervell Road, and to the east the site sits beside the junction of the two road.
- 1.8 The host buildings are not listed and are not located within a Conservation Area.
- 1.9 The application site is located within RAF Northolt Safeguarding Zone (red) for which consultation is needed for any structures exceeding 10.7m in height above ground level.
- 1.10 The site is located within a Critical Drainage Area but is not located within a high risk Flood Zone. The main highways along Somervell Road and Carlyon Avenue are however located within Flood Zones 3a and 3b.
- 1.11 The site is located within an area with a Public Transport Accessibility Level (PTAL) of 2 meaning that the site has poor access to public transport.

2.0 PROPOSAL

- 2.1 Planning permission is sought for the demolition of the existing bungalows, extensions and outbuildings, and the erection of a two storey detached block (of 2-distinct adjoining segments) which would accommodate 4x 2-bedroom flats and 2x

3-bedroom flats (6 Flats in total). The proposal would combine both of the plots of the bungalows to form a single piece of land. The proposed building would feature hipped forms to both segments, with both segments featuring distinct gable projections fronting Carlyon Avenue, Somervell Road and the junction between the two roads.

2.2 The breakdown of units on each floor is as follows:

Ground Floor:

Flat 1 – A 2-bedroom 3 Person Unit with a GIA of 62m².

Flat 2 – A 2-bedroom 3 Person Unit with a GIA of 62m²

Flat 3 – A 3-bedroom 4 Person Unit with a GIA of 74m²

First Floor:

Flat 4 – A 3-Bedroom 4 Person Unit with a GIA of 74m²

Flat 5 – A 2-bedroom 3 Person Unit with a GIA of 61m²

Flat 6 – A 2-bedroom 3 Person Unit with a GIA of 61m²

2.3 Each unit would feature private outdoor amenity space in the form of a terrace (ground floor units) or balcony (upper floor units), and there would be a landscaped communal amenity space around the building, the largest areas of which are sited to the north and eastern sides of the building. The proposal would involve extensive enhancements to soft landscaping with the provision of new trees, lawned areas and hedging which is to be provided around the perimeter of the building, and around access paths within the site. Tall hedging is to be provided around ground floor terrace areas in order to provide adequate privacy. The existing boundary wall and around the perimeter of the site is to be repaired or replaced where necessary, and hedging above this is to be pruned as necessary with new matching hedgerow to be provided where needed.

2.4 A hardsurfaced vehicular access and car parking area is to be provided to the north western corner of the site (accessible via an existing vehicular crossover off Carlyon Avenue). This area would accommodate a total of 4. no car parking spaces, including 1. no disabled parking bay. A Bin store is to be provided south of this, and it is indicated that bins are to be temporarily stored within the hardsurfaced area to the north west of the site during collection days. 2. no short stay cycle parking spaces are to be provided south of the bin store, and 12. no long stay cycle parking spaces and a cycle maintenance space are to be provided further south of this. This long stay cycle parking area is to be enclosed behind an iron gateway which is to be accessible through an electronic entry system. Access to the southern boundary (Somervell Road) is to be altered with an existing vehicular and pedestrian access point being removed, and a relocated pedestrian access point being provided.

3.0 RELEVANT PLANNING HISTORY

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

Ref no.	Description	Status & date of decision
HAR/2517 <u>(40A Somervell Road)</u>	ERECT DOMESTIC GARAGE MOTOR CYCLE	Refused 18/11/1949
P/2896/09 <u>(1 Carlyon Avenue)</u>	Certificate of lawful proposed development: demolition of part of existing rear extension; new single storey rear infill extension	Granted 17/05/2010
P/3046/22/PREAPP <u>(40A Somervell Road & 1 Carlyon Avenue)</u>	Demolition of existing buildings and the construction of 8 flats including the provision of associated parking, secure cycle storage and amenity place	Pre-application Advice Issued 22/02/2023
P/2324/23 <u>(40A Somervell Road & 1 Carlyon Avenue)</u>	Redevelopment to provide two storey building comprising of eight self contained flats (8 X 2 bed); landscaping; boundary treatment; parking; bin and cycle stores	Refused 28/09/2023 Appeal Currently in Progress: APP/M540/W/23/3334116
<p>Refusal Reason 1:</p> <p><i>The proposal by reason of its site coverage would result in the new building being sited on garden land. As such, the principle of the development is contrary to the Harrow Core Strategy of directing new residential and other development to the Harrow and Wealdstone Opportunity Area, town centres and, in suburban areas, to strategic previously developed sites and would therefore harm its implementation, contrary to the National Planning Policy Framework (2023), Policies CS1.A and CS1.B of the Harrow Core Strategy (2012) and the adopted Supplementary Planning Document: Garden Land Development (2013).</i></p>		

Refusal Reason 2:

The proposed new building, by reason of its excessive scale, bulk, massing, footprint, site coverage, visual prominence, poor and convoluted design, its failure to retain sufficient soft landscaping on site for setting, and its incorporation of unsympathetic design features including balconies, ground floor terraces, and expansive street facing patio doors, would form an incongruous, unsympathetic and contrived form of development, which results in an overdevelopment of the site, appears unduly prominent when viewed along the street scene, and would fail to be in keeping with the prevailing pattern of buildings within the area. The proposal would thereby be contrary to the high quality design aspirations of the National Planning Policy Framework (2023), Policies D3 D(1) and D3 D(11) of the London Plan (2021), Core Policy CS1.B of the Harrow Core Strategy (2012), Policies DM1 A, DM1 B (a), (b), (c), (d) and (e), DM22 B, and DM23 C of the Harrow Development Management Policies Local Plan (2013), and the adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason 3:

The proposed new building, by reason of its excessive height, bulk, scale, massing, and proximate siting in relation to the narrow rear garden of No. 42 Somervell Road, would appear as unduly overbearing, unneighbourly and prominent when viewed from the rear garden of this neighbouring property, unduly restricting the overall level of outlook and visual amenity currently afforded. The proposed development would thereby be contrary to the high quality design aspirations of the National Planning Policy Framework (2023), Policy D3 D(7) of The London Plan (2021), Core Policy CS1.B of the Harrow Core Strategy (2012), Policies DM1 C and DM1 D (d) and (e) of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason 4:

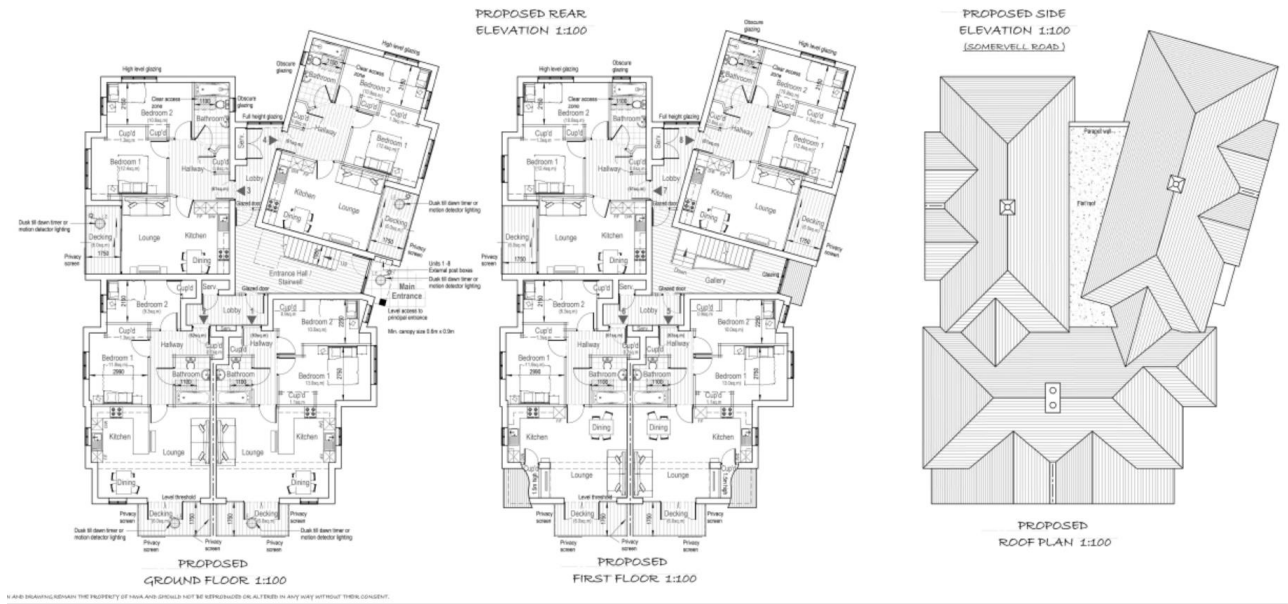
The new building's proposed balconies and terraces, and the proposed communal amenity area, by reason of their extensive prominence and visibility along the street scene and local highways, would fail to provide prospective users with adequate levels of privacy. Furthermore, by reason of insufficient screening, the use of the proposed communal amenity area would enable harmful overlooking of ground floor habitable room windows and terraces within the building. The proposed development would therefore be contrary to the high quality design aspirations of the National Planning Policy Framework (2023), Policy D3 D(7) of The London Plan (2021), Core Policy CS1.B of the Harrow Core Strategy (2012), Policies DM1 C, DM1 D (a) and DM1 D (b) of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

3.2 Plans for P/2324/23:

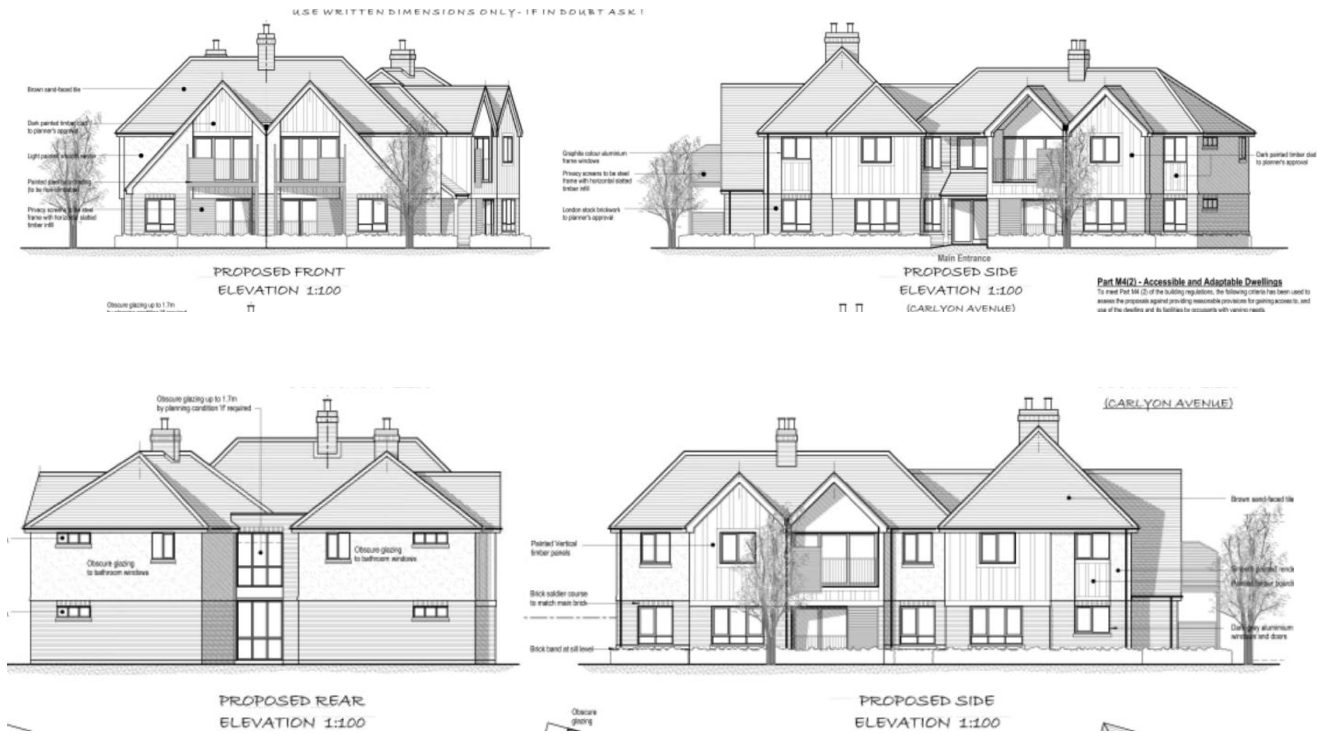
Proposed Site Plan



Proposed Floor Plans



Proposed Elevations



4.0 **CONSULTATION**

- 4.1 A total of 1.no consultation letter was initially sent to neighbouring properties regarding this application. Public consultation was re-initiated when it was discovered that the application failed to reflect the correct site address, only making reference to 40A Somervell Road. The site address was altered, and a total of 3.no neighbours were consulted during the second consultation. A site notice was posted on 04/03/2024.
- 4.2 The initial consultation period expired on 28/02/2024, a total of two objections were received. The secondary consultation period expired on 21/03/2024, 2.no further objections were received. If comments are received between the publication of this committee report and the committee meeting, these shall be set out within an addendum.
- 4.3 The objections raised have been summarised and responded to in the table below:

Summary of Matters Raised	Officer Response
No 42a and 42, as well as other neighbouring properties have not been contacted about this significant application, and a site notice has not been erecting informing residents of the proposed development.	As set out within Paragraph 4.1 above, relevant neighbouring properties have been consulted during the secondary consultation, and a site notice was posted on 04/03/2023 informing other neighbours of the proposal. This meets the Council's statutory notification requirements.
The proposal covers two semi-detached bungalows, No. 40a Somervell Road and No. 1 Carlyon Avenue. The Council's website makes no reference to No. 1 Carlyon Avenue, as such they presume that residents surrounding No. 1 Carlyon Avenue have not been consulted either.	Officers have noticed the inaccuracy in the site description and have altered this on the Council's Website. In addition, the Council have requested and obtained a revised application form with the correct site address referenced, the site notice and reconsultation letters provide an accurate site description.
Concern over a loss of privacy afforded to their bungalow with the introduction of a two storey block with balconies enabling elevated views of their home and garden.	As addressed within the 'Adjacent Neighbours' Section (6.5) of this Committee Report.
Concern over the proposal resulting in a loss of outlook to their garden.	As addressed within the Adjacent Neighbours Section (6.5) of this Committee Report.
Concern over a loss of light afforded to both their home and garden with the building appearing overbearing and unneighbourly.	As addressed within the Adjacent Neighbours Section (6.5) of this Committee Report.
Concern over the height, scale, bulk and massing of the building appearing out of character along the road. They	The is addressed within the Character, Appearance and Design Section of this Committee Report (6.3).

<p>note that the bungalows provide a balance on the road.</p>	
<p>Concern over the proposed development still being disproportionately large with the revised scheme still exceeding the current footprint of the two properties and failing to address previous issues in this regard.</p>	<p>The is addressed within the Principle of Development Section (6.2) as well as the Character, Appearance and Design Section of this Committee Report (6.3).</p>
<p>No information has been provided on security and security lighting as part of this application. There will also be in increase in activity along the eastern boundary of their property, and they object to this on the basis of security, general activity and increased ability to access their property.</p>	<p>Full details on crime and security have not been provided for the application officers have consequently recommended for the application of a condition requiring the applicant to provide evidence of Secured by Design accreditation prior to the occupation of the development. For a development of this scale officers would not expect to see details on security lighting, however details on security lighting may separately be required by the Council's Secured by Design Officer before they are prepared issue a Secured by Design Certificate. The application has been reviewed by the Council's Secured by Design Officer who has raised no concerns over the proposal enabling easier unauthorised access into No. 42 Somervell Road, as such officers do not consider it appropriate to refuse the application on these grounds.</p>
<p>A relocated entrance to the site is be provided beside their property at No. 42 Somervell Road, they are concerned that this will result in increased issues of noise, security and pollution.</p>	<p>Whilst the relocated access path would be sited closer to the boundary of No. 42 Somervell Road, it would not be distant from an existing vehicular access path along Somervell Road which is to be removed, with a vehicular access path likely creating more noise and pollution than a pedestrian footpath. The new access path is not considered to be excessively close to No. 42 Somervell Road to such an extent that it would result in excessive levels of noise, pollution, and security risk.</p>
<p>Concerns over the site and surroundings being susceptible to significant flood risk.</p>	<p>This is addressed within the Development and Flood Risk Section (6.9) of this Committee Report.</p>

Concern over the proposal putting excessive pressure on the local drainage and sewerage network.	Whilst there would be an intensified impact upon the local drainage and sewerage network, the scale of the proposal is unlikely to be significant enough to result in excessive strain. Please note that officers have recommended the application of conditions requiring the applicant to submit details on proposed foul water disposal and surface water disposal and attenuation to verify that proposed arrangements are acceptable.
Concern of parking spillage and increased vehicular traffic to the local highway network with only 4.no parking spaces being provided for six flats.	The is addressed within the Traffic, Parking and Refuse Section (6.8) of this Committee Report.
Concerns over the introduction of a two storey building within this location limiting visibility at the junction between Carlyon Avenue and Somervell Road, and this compromising pedestrian and vehicular safety.	The proposed building is well set in from surrounding highways to all sides, and officers do not consider the building to be of a significant enough scale to restrict viewpoints for pedestrians and road users.
Concerns over increased noise intensification.	As addressed within the Adjacent Neighbours Section (6.5) of this Committee Report.
Concern over pollution from the use of the car park.	The application is not a major development as such the Council have limited scope to control impacts of air quality. Nevertheless, only 4.no cars can be accommodated within the car park, and the Proposed Site Plan drawings suggests that these spaces would be served by EV charging points, as such any pollution resulting from the car park is not anticipated to be excessive.
Concern that allowing the development would set a precedent for similar development within the area.	Each application is assessed on its own planning merits, officers cannot take into account a particular development setting a precedent for similar development within the assessment of a planning application.
Concern over damage to their property as a result of construction works.	This is not a material planning consideration.
Concern over noise, pollution and dust amounting from the construction of the development, as well as disturbance to the highway during construction.	Officers have recommended for the application of a condition requiring the applicant to submit a Demolition and Construction Logistics Plan, in order limit these impacts and disturbances.

Concerns of a loss of outlook to their flank habitable room windows due to the siting of proposed cycle storage and the cycle maintenance building..	As addressed within the 'Adjacent Neighbours' Section (6.5) of this Committee Report.
Concern over noise and disruption from the use of the cycle stores, cycle maintenance area and bin store with them being sited within very close proximity to their property and ground floor flank habitable room windows.	Use of the cycle stores, cycle maintenance space and bin store would likely be sporadic. Whilst officers recognise that No. 42 Somervell Road would likely be subject to a degree of impact, this is unlikely to be for extended periods of the day, and is not considered sufficient grounds to refuse the application.
Concerns over unpleasant smells from bins during the summer given the bin store's proximate siting to the boundary of No. 42 Somervell Road.	There is ample open space around the bin store meaning that there would be a high level of natural ventilation against smells. Whilst occupants of No. 42 Somervell Road may be subject to some unpleasant smells from time to time, this is not considered to be significant enough to warrant a refusal of the application.
Concerns over root damage and shading resulting from proposed trees.	Damage to No. 42 Somervell Avenue resulting from tree roots would be a civil matter and would not constitute a material planning consideration. The applicant has failed to provide sufficient information on the types of new trees to be planted so impacts of future overshadowing to cannot be fully established. Further details on the types of trees to be planted can be requested through a landscaping condition, for which officers can seek appropriate form of trees for this particular setting. It is worth noting that the applicant is able to plant trees on site without the need for planning permission, so even if there were to be some overshadowing impacts, this is unlikely to be sufficient grounds to justify a refusal.
General concern over the proposal resulting in harm on the character and appearance of the area.	The is addressed within the Character, Appearance and Design Section of this Committee Report (6.3).
Developers are regularly in contact to acquire sites such as this. They note that the proposal is being made for financial gain rather than for the good of the community and borough.	This does not have any impact upon the Council's assessment of the application. The Council have a duty to assess the application based on its planning merits.

<p>They question why it is necessary to build new flats in quiet residential streets when there are several large housing projects going on within the borough.</p>	<p>Officers have a duty to assess each application on its individual merits based on their own site circumstances irrespective of other housing schemes within the borough. There is currently no local, regional or national planning policy in place (other than those referenced within the Principle of Development section of this report) which in principle, restrict proposals for intensification on this particular site.</p>
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4.4 Statutory and non-statutory consultation

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

<p>Consultee and Summary of Comments</p>
<p><u>Secured by Design Officer</u> –</p> <p>The planned gates show key pad entry, which is not supported by Secured By Design (SBD), keyed or encrypted fob locks will be required.</p> <p>I am also concerned about the cycle storage, the plans show open cycle stores which will not be acceptable for Secured By Design and will need to reach the standards of LPS 1175 SR1 (A3) cycle stores.</p> <p>The refuse storage, external lighting, and postal strategy, are not fully discussed within the submitted plans, and are important for the security and safety of the residents. All of which can be addressed, and covered under a SBD planning condition.</p> <p><u>Drainage Team Leader</u> – No comments have been received, however officers have applied standard conditions relating to foul water discharge and surface water discharge and attenuation which are commonly applied to development of this scale outside of high risk Flood Zones.</p> <p><u>Waste Management Policy Officer</u> – No comments received.</p> <p><u>Transportation and Highways</u> – The application has been discussed with the Council’s Highways Officer who has confirmed that they are satisfied with the quantum of car and cycle parking provided for the development, they have no concerns over vehicular and pedestrian access arrangements, and have raised no concerns over impact on highways safety. The Council’s Highways officer has recommended for the application of the following conditions:</p> <ul style="list-style-type: none"> - Demolition and Construction Logistics Plan - Delivery and Servicing Plan

- Car Park Design and Management Plan

Officers have recommended the application of the aforementioned conditions, please refer to Appendix 1.

5.0 POLICIES

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:
- 5.2 '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.'
- 5.3 The Government has issued the National Planning Policy Framework [NPPF 2023] which 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.
- 5.4 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]. The relevant policies are referenced within the report below and a summary within Informative 1

6.0 ASSESSMENT

- 6.1 The main issues are:
- Principle of the Development
 - Character, Appearance and Design
 - Residential Amenity
 - Accessibility
 - Ecology and Biodiversity
 - Traffic, Parking and Refuse
 - Development and Flood Risk
 - Sustainability
 - Fire Safety

6.2 Principle of Development

- 6.2.1 The relevant policies are:
- National Planning Policy Framework (2023)
 - The London Plan (2021): H1, H2 and H10
 - Harrow Core Strategy (2012): CS1.A, CS1.B, CS1.H, CS1.I
 - Harrow Development Management Policies Local Plan (2013): DM1, DM24

Relevant Supplementary Documents

- Garden Land Development SPD
- Residential Design Guide SPD

6.2.2 The National Planning Policy Framework (2023), The London Plan (2021) (Policies H1 and H10), The Harrow Core Strategy (2012) (Policies CS1.H and CS1.I) and the adopted Development Management Policies Local Plan (2013) (Policy DM24) all seek to increase housing supply locally, regionally and nationally, and promote the provision of high quality mix of housing in sustainable and suitable locations.

Garden Land Development

6.2.3 Policy CS1(A) of Harrow's Core Strategy undertakes to manage growth in accordance with the spatial strategy. The spatial strategy directs residential and other development to the Harrow & Wealdstone Intensification Area, town centres and, in suburban areas, to strategic previously developed sites. Policy CS1 (B) resists development on garden sites, recognising the propensity for such proposals to lead to unmanaged, incremental growth that undermines the spatial strategy.

6.2.4 The Garden Land Development Supplementary Planning Document was adopted by Harrow Council in April 2013 to assist in the interpretation of Core policy CS 1(B).

6.2.5 Paragraph 3.1 of the Garden Land Development SPD (2013) provides definition of what is garden land development:

- a. Gardens of houses;
- b. Gardens of properties converted to flats and purpose-built maisonettes;
- c. Communal gardens to blocks of flats;
- d. Communal or 'open plan' garden areas serving multiple dwellings;
- e. Any land that formed part of a garden but which has been legally and/or physically severed from the donor property(ies); and
- f. Land functionally related to a residential garden (or gardens) and used solely to provide residential amenity but not forming the curtilage of the dwellinghouse

6.2.6 Paragraph 3.2 notes that the definition of garden land also includes any hardstandings, outbuildings and other structures located on the garden land. No distinction is made between front, side and rear gardens.

6.2.7 Paragraph 3.3 notes that the following types of land will not be treated as garden land:

- a. land with curtilage of retail parades (such as gardens to maisonettes above shops);
- b. gardens within the curtilage of commercial premises such as offices and public houses;
- c. any land that historically formed part of a garden but which now has an other lawful use and which has not reverted to have a garden use; and

d. Communal parking courts and garage blocks within the curtilage of housing estates and purpose built blocks of flats.

6.2.8 In defining appropriate enlargements paragraph 3.7 notes that the Council will allow any enlargement in footprint that is equivalent to whichever is the larger of either:

(i): the footprint of any permitted extensions (excluding outbuildings) that could be exercised for the dwelling(s); or

(ii): the footprint of an extension (excluding outbuildings) that would be consistent with Harrow's Residential Design Guide SPD.

6.2.9 The application site is not within the Harrow and Wealdstone Intensification Area, or a town centre. The existing site is comprised of two semi-detached bungalows with extensions and their associated front and rear gardens. The proposed building would sit partly on previously developed land but incorporates a greater footprint than the existing buildings. It is therefore necessary to establish if the expansion in footprint is equivalent to any appropriate enlargements as defined within Paragraph 3.7 of the Council's Garden Land SPD.

6.2.10 Officers measure the original external footprint of 40A Somervell Road and 1 Carlyon Avenue to be approximately 144.5m² and the existing external footprint of the buildings to be approximately 163m². The proposed building would have an external footprint of approximately 256.3m².

Assessment Against Criterion (i) of paragraph 3.7

6.2.11 Under permitted development the only expansions that would be permitted on this site would be a 3m² front porch to both properties, a 3 metre deep single storey rear extension to the main rear facades of both properties (would involve removing the existing rear extension to No. 40A Somervell Road to facilitate this) and an infilling of void to the side/rear of 40A Somervell Road as has been done at No. 1 Carlyon Avenue. If this infill extension to either property were to be extended any further rearward it would adjoin the 3m deep rear extension and would need to be assessed as a single combined structure under Criterion A.1 (ja) of Schedule 2, Part 1 Classes A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), following which it would fail to accord with Criterion A.1 (j) (iii) of Schedule 2, Part 1 Classes A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) as it would technically extend beyond the side elevation wall of the original dwellinghouse and would have a width greater than half the width of the original dwellinghouse. Even if a small gap were to be provided between the two elements this is unlikely to be a material gap and therefore would still not be permitted development. Based on the maximum extensions that can be carried out under permitted development, officers are calculating the total external footprint to be approximately 192.5m².

6.2.12 Even if the 3 metre deep single storey rear extension were to be considered as a 6 metre deep Prior Approval Extension, officers are only calculating a combined external footprint of approximately 228.55m² which would still fall short of the external footprint of the proposed building.

- 6.2.13 Based on the above the proposed expansion in footprint would not form an appropriate enlargement as defined under Criterion (i) of paragraph 3.7.

Assessment Against Criterion (ii) of paragraph 3.7

- 6.2.14 In order to meet criterion (ii) the footprint of the extensions would be required to demonstrate consistency with Harrow's Residential Design Guide SPD (excludes outbuildings). Applying recommend design guidance, it is considered that a 3 metre deep rear extension and a 3 metre wide side to rear extension would be acceptable for No. 1 Carlyon Avenue with the rear extension amounting to an area of approximately 24.4m² and the side to rear extension amounting to an area of approximately 31.5m². For No. 40A Somervell Road, it is considered that a 3.6 metre deep rear infill extension (to match existing extension depth) would be appropriate, as would a 3 metre wide side to rear extension (alongside existing extension). The infill extension would have an area of approximately 23.9m² and the side to rear extension would have an area of 33.4m². If the above extensions were to be applied, both No. 1 Carlyon Avenue and 40A Somervell Road would have a combined external footprint of approximately 276.2m² which would exceed the footprint of the proposed development, the proposed increase in footprint is therefore considered to constitute an appropriate enlargement, the proposal is therefore not considered to constitute unacceptable garden land development.

Housing Mix

- 6.2.15 Policy DM24 of the Council's Development Management Policies Local Plan (2013) notes that proposals that secure an appropriate mix of housing on site and which contribute to the creation of inclusive and mixed communities will be supported. Development proposals which fail to do so shall be refused.
- 6.2.16 Officers raise no objection to the proposed housing mix. The applicant is providing two valued family sized units, and the remaining four units would be sized appropriately to accommodate small families. The proposed housing mix is considered appropriate for this out of centre suburban location.

6.3 Character, Appearance and Design

- 6.3.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D3, D4
- Harrow Core Strategy (2012): CS1.B
- Harrow Development Management Polices Local Plan (2013):DM1, DM22, DM23

Relevant Supplementary Documents

- Residential Design Guide (2010)
- Characterisation and Growth Strategy LPG (2023)
- Small Sites Design Codes LPG (2023)
- Optimising Site Capacity: A Design-Led Approach LPG (2023)

- Housing Design Standards LPG (2023)

6.3.2 Policy D3.D(1) of the London Plan states that development should in terms of form and layout, enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Policy D3.D(11) goes on to states that in terms of quality and character, developments should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.

6.3.3 Policy DM1 of the Development Management Policies Local Plan states that “all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted”.

Demolition of the Existing Dwellinghouses

6.3.4 The existing buildings are not considered to be of significant architectural interest, however it is acknowledged that the buildings, through their small-scale nature, traditional design and retention of significant open space around the surrounds of the site do provide a degree of value to the street scene and wider locality. Overall, the Council do not raise objection to the demolition of the dwellinghouses, so long as the replacement is of an appropriate scale, appearance, layout and design.

New building

6.3.5 The overall scale, footprint and massing of the proposed development has been substantially reduced from the development proposed under application P/2324/23, with the proposed building now appear akin to a two storey semi-detached pair of dwellinghouses which predominantly characterise the locality. The reduction in the overall scale, footprint and massing of the building has resulted in the provision of large amounts of spacing around all sides of the proposed building, with most of this being in the form of attractive soft landscaping. Whilst officers acknowledge that proposed building is to be located on a prominent corner site with extensive views afforded along both roads, and the junction between the two roads, it is considered that the proposed building is sufficiently set in from the surrounding pavement and highway and would not appear unduly imposing and dominant along the street. Whilst officers note that the adjacent dwellinghouses along Somervell Road (No. 42 and 42A) are bungalows, the provision of a two storey building in this location is not considered to appear unduly at odds with established built form within the locality with the majority of other buildings along this part of the road being set at two storeys, and with No. 42 and 42A Somervell Road forming a distinctly different grouping to host buildings, being their own semi-detached paring and being completely different in design. It is worth adding that No. 42 and 42A Somervell Road are flanked by two storey dwellinghouses on the other side (No. 44 and 46) and No. 3 Carlyon Avenue which flanks No. 1 to the west is also a two storey building. The overall height and scale of the proposed building is not considered to

appear unduly at odds with that of surrounding two storey dwellinghouses within the locality.

- 6.3.6 The proposed building has taken design cues from the wider street context with the building incorporating a mock Tudor design, hipped roofs and gables to reflect other two storey corner sites within the locality (most notably No. 1 and 3 Balmoral Road), and largely reflecting a semi-detached pairing to each respective street frontage with the building being split into two distinct segments. Within the assessment of application P/2324/23 officers raised concern over proposed balconies, ground floor terraces and large patio doors appearing out of character for the area, whilst they are still being proposed as part of the current application, officers are satisfied that they have been limited as far as possible with them limited only to the northern and eastern elevations, smaller and more conventional fenestration being applied to with the exception of fenestration directly serving balconies and ground floor terraces, and with ground floor terraces being partly screened from view by way of proposed hedging and privacy screens. Harm resulting from the provision of balconies, ground floor terraces and large patio doors is not considered to warrant a reason for refusal on its own, following the substantive reductions to the overall scale of the development.
- 6.3.7 The external walls of the proposed development are indicated to be finished in brick and render with black painted mock Tudor detailing, the roof of the building is indicated to be finished in brown sand-faced roof tiles, balustrades are indicated to be constructed of painted steel, and privacy screens are indicated to incorporate a steel frame with horizontal slatted timber infill. These particular materials are considered by officers to be appropriately sympathetic in context with surrounding dwellinghouses, however, in order to ensure that the each specific material is of suitably high standard, a condition has been recommended requiring full material samples (or appropriate specification) to verify that all proposed facing materials are acceptable.

Landscaping

- 6.3.8 Policy DM22 of the DMP provides design guidance on trees and hard and soft landscaping for proposals. Part A of the Policy DM22 notes that the removal of trees assessed as being of significant amenity value will only be considered acceptable if the loss of the tree(s) is outweighed by the wider public benefits of the proposal. Part B of this policy provides an assessment framework on appropriate forms of hard and soft landscaping.
- 6.3.9 Policy DM23 of the DMP states that proposals for the provision of substantial hard surfacing of forecourts and front gardens should respect the character of the area and, where appropriate, incorporate a scheme of soft landscaping. The council will undertake and encourage new planting of street trees and shrubs by legal agreement if necessary and provide, restore and/or maintain grass verges on public and private streets. Proposals that fail to make appropriate provision for hard and soft landscaping of forecourts, or which fail to contribute to street side greenery where required will be refused.

6.3.10 A high quantum of soft landscaping would be provided across the site, with an increase of approximately 62m² from the previously refused scheme. Officers are satisfied that the verdant character of the existing site would not be compromised with significant greenery surrounding the proposed building, extensive amounts of hedging being provided on site and with numerous new trees to be planted on site. Whilst there are some elements of hardsurfacing on site including proposed walkways, the car and cycle parking areas, the overall site coverage of this would not be excessive. The level of detail provided on the forms of hard and soft landscaping to be applied is considered insufficient, as such officers have recommended the application of a condition requesting further detail on this.

Boundary Treatment

6.3.11 As part of the proposed development, the applicant is proposing the following boundary treatment works:

- The existing perimeter walls are to be repaired or replaced with a like for like brickwork, mortar, colouring and details. Hedges above are to be pruned.
- New secure iron gates with keypad entry systems are to be introduced to restrict access to the cycle storage areas.
- The existing 1.8 metre high boundary fence fronting Carlyon Avenue is to be replaced with a wall to match existing.

6.3.12 The proposed boundary treatment works are generally considered acceptable on character and design grounds, however no elevation or specification details have been provided. Officers recommend that further detail is requested on this through the aforementioned landscaping condition, and within this condition officers have recommended for the secure iron gates to incorporate a keyed or encrypted fob entry system as opposed to a keypad entry system as requested by the Council's Secured by Design Officer.

Proposed Bin and Cycle Store

6.3.13 The applicant has provided elevation details on proposed bin and cycle stores as well as the cycle maintenance shed. Their siting is indicated on the proposed site plan. Officers raise no objection to the proposed siting and massing of bin and cycle stores and the cycle maintenance shed, they are considered to be sufficiently sited away from the street scene, would not be unduly expansive in size and massing, and would not appear excessively prominent from the street scene and the site's surroundings.

Alterations to Pedestrian and Vehicular Access

6.3.14 The proposed alterations to pedestrian and vehicular access on site would be low scale and are not considered unduly detract from the character and appearance of the area.

Permitted Development Restrictions

- 6.3.15 In recommending the application for approval, officers consider it necessary to remove permitted development rights for new dwellings and across the site. Officers recommend the removal of permitted development rights for:
- 6.3.16 Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) Class: A (Gates, fences, walls, etc). REASON: To restrict the installation of unsympathetic forms of boundary treatment, which could result in harm upon the character and appearance of the site, street scene and area.
- 6.3.17 Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) Class: L (Small HMOs to dwellinghouses and vice versa). REASON: To prevent an excessive occupation of the building which could result in harm on the character and appearance of the application site and the wider area, could be detrimental to surrounding residential amenity, and could introduce a form of housing which is inappropriate within this particular locality).
- 6.3.18 Part 20 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) Class: A (New flats on detached blocks of flats). REASON: To prevent excessive and unsympathetic expansions and to the building which could result in harm on the character and appearance of the application site and the wider area, and could be detrimental to surrounding residential amenity).

6.4 Residential Amenity

6.4.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.K
- Harrow Development Management Policies Local Plan (2013): DM1, DM27
- London Plan (2021): D3, D6

Relevant Supplementary Documents

- Residential Design Guide (2010)
- Technical Housing Standard – Nationally Described Space Standard (2016)
- Housing Design Standards LPG (2023)

6.4.2 Policy DM1 of the Development Management Policies Local Plan seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

6.4.3 Policy D6 of the London Plan relates to housing quality and standards. The policy sets out standards for high quality design of residential units, including minimum space standards, standards for minimum head heights and standards for appropriate light, outlook and ventilation.

Future Occupiers

Minimum Space Standards

6.4.4 The Gross Internal Areas of the new dwellings are set out within the table below:

Proposed Size	Proposed GIA	Minimum GIA	Proposed Storage	Minimum Storage
Unit 1 (2-bedroom 3-person 1-storey unit)	Approx 62m ²	61m ²	Approx 1.75m ²	2m ²
Unit 2 (2-bedroom 3-person 1-storey unit)	Approx 62m ²	61m ²	Approx 1.3m ²	2m ²
Unit 3 (3-bedroom 4-person 1-storey unit)	Approx 74m ²	74m ²	Approx 2.54m ²	2.5m ²
Unit 4 (3-bedroom 4-person 1-storey unit)	Approx 74m ²	74m ²	Approx 2.54m ²	2.5m ²
Unit 5 (2-bedroom 3-person 1-storey unit)	Approx 61m ²	61m ²	Approx 2.6m ²	2m ²
Unit 6 (2-bedroom 3-person 1-storey unit)	Approx 61m ²	61m ²	Approx 2m ²	2m ²

6.4.5 All of the proposed new units would accord with London Plan and Nationally Described Space Standards in terms of their GIAs. Whilst Units 1 and 2 would fail to provide a sufficient quantum of built in storage space in line with minimum standards, on the basis that both of these units would slightly exceed overall minimum GIA standards, officers are satisfied that sufficient storage can be accommodated within these units in any case. The overall layout and circulation of the units are acceptable, all bedrooms are of sufficient width and square meterage to meet the minimum requirements where applicable. As per London Plan Standards, the minimum floor to ceiling height for new dwellings must be at least 2.5 metres for at least 75% of the GIA of each dwelling, the Nationally Described Space Standards set a requirement of at least 2.3 metres for at least 75% of the

GIA of each dwelling. Measuring off the applicant's submitted section drawings officers can confirm Units 3, 5, and 6 would be provided with sufficient internal head heights in line with both standards, however ground floor units 1, 2, and 3 would be provided with internal head heights of 2.4 metres and would therefore fail to meet the London Plan Standard. Whilst this is not ideal, a degree of consideration should be given to the fact that the any increases in the height of the building could result in significant harm upon the street scene, furthermore it should be recognised that these units only fall marginally short of the London Plan requirement and would in fact accord with national internal head height standards. Making an on balance assessment, officers do not consider this minor shortfall to be sufficient alone to constitute a reason for refusal.

Future Occupier Amenity - Light, Outlook and Privacy

- 6.4.6 All of the proposed units would provide dual aspect fenestration, and all habitable rooms would be served by at least one window. Officers are satisfied that the proposed new dwellings would be provided with adequate natural light, outlook and ventilation. The proposed units are to be configured in such a way that they would not give rise to harmful mutual overlooking between each other and also in relation to surrounding dwellinghouses, this is largely achieved through the provision of appropriately high and robust screening to the private amenity areas.

Vertical Stacking

- 6.4.7 With regards to vertical stacking, the layout of the proposed flats have been arranged to ensure bedrooms would not overlap living rooms/kitchen, officers are therefore satisfied that there would not be harmful noise transference between the flats.

Amenity Space

- 6.4.8 Policy DM27 of the Development Management Policies Local Plan and paragraph 4.64 of the Council's Residential Design Guide SPD notes that residential development should provide appropriate amenity space.
- 6.4.9 With Policy D6 of the London Plan it is noted that where there are no higher local standards in a borough's Development Plan Documents, a minimum of 5m² of private amenity space should be provided for 1-2 person dwellings and an extra 1m² should be provided for each additional occupant and it must achieve a minimum depth and width of 1.5m.
- 6.4.10 Each unit would be provided with their own private outdoor terraces or balconies which are considered to be of sufficient sizes, meeting the requirements set out within the London Plan, furthermore ample communal amenity space would be provided around the perimeter of the proposed building, to complement the private amenity space. Within the assessment of application P/2324/23 officers raised concern over the usability of balconies and ground floor terraces as these all fronted highways and were considered to provide occupants with poor levels of privacy given that they were clearly observable along the street. Officers also raised concerns over users of communal amenity areas overlooking ground floor windows

and terraces. Upon further examination of the current proposal, whilst some areas of the terraces and balconies would be observable along the street and from the communal amenity areas, it is considered on balance that the privacy screens together with defensible planting across the perimeter of the building could provide an adequate level of privacy for users. Officers have recommended the application of conditions requiring the provision of further details on proposed boundary treatment works and a condition requesting further details on materials including for boundary screens, following the submission of further details, officers can verify if the proposed defensible planting and privacy screens are of a sufficient height, and can request height increases if this is absolutely necessary.

6.5 Adjacent Neighbours

6.5.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013):DM1
- London Plan (2021): D3

Relevant Supplementary Documents

- Residential Design Guide (2010)

6.5.2 Policy DM1 of the Development Management Policies Local Plan seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

Noise Intensification

6.5.3 The proposed development would result in a net increase of 4 units, as such there would be a degree of noise intensification, however the extent of this is not considered to be significant enough to warrant a reason for refusal. It is not uncommon to have blocks of flats of this size within residential areas of this context, furthermore, given the fairly dense arrangements of plots within this particular locality it is considered that surrounding neighbours would already experience similar impacts.

New Building

Impact on No. 42 Somervell Road

6.5.4 The proposed new building is sited east of No. 42 Somervell Road. The proposed development is set at two storeys and would therefore have a more profound impact upon No. 42 Somervell Road than the existing bungalows. One of the segments of the building would sit parallel to the main flank wall of this neighbouring property (an approximately 5 metres gap to No. 42 Somervell Road's boundary and an approximately 6 metre gap to the flank wall of this neighbour). The other segment of the building would protrude slightly beyond the rear facade of this neighbouring

property, however there would be a significant gap between this segment and No. 42 Somervell Road (approximately 15.45 metres to No. 42 Somervell Road's boundary, and an approximately 16.45 metre gap to be the flank wall of this neighbour).

- 6.5.5 Although it would be greater in scale than the bungalow at No. 42 Somervell Road, given that the proposed building is well set away from the boundary of this neighbouring property, it is not considered to give rise to an undue loss of light, outlook and visual amenity in respect to this neighbour's rear garden and habitable room windows. It should be noted that the proposed building would accord with the Council's 45 Degree Code (on a horizontal plane) in respect to this neighbouring property. Officers have observed that No. 42 Somervell Road features ground floor flank habitable room fenestration that would face towards the proposed building, however officers have observed that the proposed development would also accord with the Council's 45 Degree Code (on a vertical plane) in respect to this neighbour's flank fenestration. It is worth adding that views from this neighbour's flank windows are already well restricted by way of the existing fence between the site and No. 42 Somervell Road. Based on the above, the proposed development is considered to have an acceptable impact in relation to this neighbour's facing flank fenestration.
- 6.5.6 The western facing flank kitchen and bedroom windows of Unit's 3 and 4 would sit parallel to the main flank wall of No. 42 Somervell Road, however given that both bedroom windows are set at a high level and the kitchen windows are indicated to be obscure glazed, officers are satisfied that these windows would not enable harmful overlooking of this neighbouring property's flank windows. The side of Unit 3's terrace and Unit 4's balcony would also sit parallel to the facing flank wall of No. 42 Somervell Road, however the proposed flank boundary screening is considered to be sufficient in height to prevent overlooking.

Impact on No. 42a Somervell Road and 3 Carlyon Avenue

- 6.5.7 Based on its significant separation distance from the main dwellings and rear gardens of No. 42a Somervell Road and 3 Carlyon Avenue the proposed building is not considered to give rise to harmful impacts relating to loss of light, overshadowing and loss of outlook in respect to these neighbouring dwellings.

Bin Storage, Cycle Storage, Landscaping and Boundary Treatment Works

- 6.5.8 The proposed development's associated bin storage, cycle storage, landscaping and boundary treatment works are not considered to appear prominent enough when viewed from surrounding neighbouring properties to result in undue harm. The proposed bin and cycle stores would sit adjacent to the boundary of No. 42 Somervell Road, with the cycle stores and cycle maintenance space siting parallel to the main flank wall of this neighbouring property, and the proposed bin store siting parallel to the rear garden of this neighbouring property. The bin store would have a height of approximately 2.1 metres and would be slightly set in from the boundary of No. 42, and the proposed cycle stores and maintenance shed would have a maximum height of 2.2 metres however they would slope down to approximately 2 metres on the side bordering No. 42 Somervell Road, and these outbuildings would be slightly set in from the boundary of this neighbouring property. Whilst officers

acknowledge that the rear garden and flank windows of No. 42 Somervell Road, may be afforded with some views of the tops of the bin store and cycle store and maintenance shed respectively, the bulk of these outbuildings would be obscured from view by way of flank boundary treatment between the site and No. 42 Somervell Road, the impact is not considered significant enough to warrant a refusal of the application.

6.6 Accessibility

6.6.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.K
- Harrow Development Management Policies Local Plan (2013): DM2
- London Plan (2021): D7

6.6.2 London Plan policy D7 and associated Housing SPG standards, sets out that 90% of new homes should meet Building Regulations requirement M4(2) 'accessible and adaptable dwellings' and 10% should meet Building Regulation requirement M4(3) 'wheelchair user dwellings'

6.6.3 Policy DM2 of the Development Management Policies Local Plan seeks to ensure that all new housing is built to 'Lifetime Homes' standards. Given that the lifetime homes standards no longer exist, in according with the interests of Policy DM2, the Council would expect any proposals for new residential development to be in accordance with Policy D7 of the London Plan.

6.6.4 Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Given that the lifetime homes standards no longer exist, in according with the interests of Policy CS1.K, the Council would expect any proposals for new residential development to be in accordance with Policy D7 of the London Plan.

6.6.5 The proposed floor plan drawings indicate that level access is provided to the main front entrance of the building so officers are satisfied that the ground floor units could in theory accord with the requirements of M4(2) 'accessible and adaptable dwellings' and Building Regulation requirement M4(3) 'wheelchair user dwellings'. Notwithstanding this, proposed first floor units would only be accessible via an internal staircase so the upper units do not appear to provide step free access in line with the above requirements. Based on the number of units proposed it is considered unreasonable for a lift to be expected in this instance, this is unlikely to be financially viable in any case. Based on the fact that the scheme is a minor development, and the ground floor units appear to be step-free and wheelchair accessible, the development is considered on balance to be acceptable in this regard.

6.7 Ecology and Biodiversity

6.7.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Development Management Policies Local Plan (2013): DM20, DM21
- London Plan (2021): Policy G6

6.7.2 Policy G6 of the London Plan relates to biodiversity and access to nature. Part A of the policy notes that Sites of Importance for Nature Conservation (SINCs) should be protected. Part C of the policy notes that where harm to a SINC is unavoidable, and the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- 1) Avoid damaging the significant ecological features of the site
- 2) Minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- 3) Deliver off-site compensation of better biodiversity value.

Part D of the policy notes that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process. Finally, Part E of the policy notes that proposals which reduce deficiencies in access to nature should be considered positively.

6.7.3 Policy DM20 of the DMP relates to the protection of biodiversity and access to nature, and primarily concerns the retention and enhancement of biodiversity features.

6.7.4 Policy DM21 A notes that opportunities to enhance locally important habitats and to support locally important species will be sought in accordance with the Harrow Biodiversity Action Plan. Where possible, proposals should secure the restoration and re-creation of significant components of the natural environment as part of the layout of the development.

6.7.5 The application site is not located within or adjacent to a Site of Importance for Nature Conservation and is not of considerable ecological value. Notwithstanding this, the applicant is proposing various enhancements to soft landscaping on site including planting several new trees all of which would provide a modest biodiversity net gain. It is worth noting that the small sites Biodiversity Net Gain requirement does not apply to this development as this is only relevant to applications received from 02/04/2024. Taking into account the proposed enhancements alongside the fact that the existing site is not of significant ecological and biodiversity merit, the proposal is not considered to be contrary to the interests of Policies G6 of the London Plan and Policies DM20 and DM21 of the Council's DMP.

6.8 Traffic, Parking and Refuse

6.8.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.Q, CS1.R, CS1.S
- Harrow Development Management Policies Local Plan (2013): DM42 DM44, DM45,
- London Plan (2021): D5, SI7, T5, T6, T6.1, T7

Relevant Supplementary Documents

- Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

6.8.2 Policy DM42 of the Development Management Plan relates to the Council's parking standards. Criterion (F) of this Policy notes that proposals that would result in inappropriate on-site parking provision and those which would create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists will be resisted.

6.8.3 Policy DM44 of the Council's Development Management Plan relates to servicing. It is expected for development should make satisfactory arrangements for access to and servicing within the site during construction. Proposals that would be detrimental to safety, traffic flow or the amenity of neighbouring occupiers will be resisted.

6.8.4 Policy DM45 relates to Waste Management. Part A of the policy notes that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and the collection of organic materials for composting.

6.8.5 Policy SI 7 of the London Plan relates to reducing waste and supporting the circular economy. Within SI 7 A (6) it is suggested that development should be designed with adequate, flexible and easily accessible storage space and collection systems that support as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

6.8.6 Policy D5 of the London Plan notes that development proposals should achieve the highest standards of acceptability and inclusive design, this includes for disabled occupants.

6.8.7 The application site is located within an area with a Public Transport Accessibility Level (PTAL) of 2 meaning that it has poor access to public transport. As per London Plan maximum car parking standards up to 0.75 spaces would be permitted for Units 1, 2, 5 and 6 (per dwelling), and up to 1 space would be permitted for Units 3 and 4 (per dwelling). The proposed development would provide a total of 4. no on-site car parking spaces including one disabled parking space, which is supported under Policy T6.1 G and Policy D5 of the London Plan. Applying London Plan maximum

parking standards, it would not be unreasonable for a development of this scale to provide 5.no on site car parking spaces. London Plan car parking standards are applied as a maximum, as such officers do not raise objection to the provision of 4.no car parking spaces. Taking into account the scale of the development, alongside the fact that 4.no car parking spaces are provided on site, officers have no significant concerns over the proposal resulting in a significant increase in on-street car parking strain within the area.

- 6.8.8 The number and sizes of the units proposed are not considered to be of a significant enough scale to result in significant increase in trip generation, and there is no evidence to suggest that the development would unduly impact upon highways safety.
- 6.8.9 As indicated within the applicant's Proposed Site Plan, they are proposing to remove an existing vehicular access point along Somervell Road and make good the surfaces. Whilst officers do not raise any objections to this on planning grounds, it is worth noting that separate highways approval would be required for this. An informative has been recommended to make this clear to the applicant.
- 6.8.10 As per London Plan minimum cycle parking standards, a minimum of 2.no long stay cycle parking spaces would be expected for each dwelling (12.no in total) and a total of 2.no short stay spaces cycle parking spaces. The proposed development would provide a sufficient quantity of long and short stay spaces in line with London Plan Standards.
- 6.8.11 The storage capacity of the proposed refuse enclosure appears to be sufficient to accommodate the required number of bins for a development of this scale. Officers do not have concerns over proposed refuse collection arrangements, the applicant's Proposed Site Plan indicates a storage point within the car park for bins which would be easily accessible for waste collection operatives directly from the main highway along Carlyon Avenue.
- 6.8.12 Given that the proposal requires extensive demolition and construction works, officers have suggested a condition requiring the applicant to provide a Demolition and Construction Method Statement prior to the commencement of the development.

6.9 Development and Flood Risk

6.9.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.U, CS1.W
- Harrow Development Management Polices Local Plan (2013): DM9, DM10,
- London Plan (2021): SI 12, SI 13

6.9.2 The application site is located within a Critical Drainage Area and would result in an increase in development footprint on site and would therefore have an impact in terms of increase surface water flood risk. In order to be conclusively satisfied that the proposed development would not be susceptible to unacceptable flood risk and

would not unduly exacerbate flood risk elsewhere, officers have recommended the application of standard conditions relating to the disposal of foul water, and surface water disposal and attenuation. In addition, officers have recommended for the application of a standard informative encouraging the use of Sustainable Urban Drainage systems (SUDs).

6.10 Sustainability

6.10.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.T
- Harrow Development Management Policies Local Plan (2013): DM12, DM14
- London Plan (2021): SI 2

Relevant Supplementary Documents

- SPD: Sustainable Building Design (2009)

6.10.2 London Plan policy SI 2 Minimising greenhouse gas emission states that major development should be net zero carbon.

6.10.3 Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to “utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials”...” Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity”. Policy DM14 highlights that development proposals should incorporate renewable energy technology where feasible.

6.10.4 For minor development proposals, the development plan at this point does not set out energy and sustainability targets greater than those required by Building Regulations. As these standards would be secured through other legislation, the proposal is not considered to conflict with sustainability policies in the development plan.

6.11 Fire Safety

6.11.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan (2021): D12

6.11.2 Policy D12 of the London Plan notes that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.

6.11.3 The applicant has submitted a Fire Safety Statement, however the level of information provided within this document is considered to be too basic for a

development of this scale. A condition has consequently been recommended requiring the applicant to submit a fully comprehensive fire safety strategy prior to the occupation of the development. This condition clearly details the level of information that is required.

7.0 CONCLUSION AND REASONS FOR RECOMMENDING APPROVAL

7.1 The proposal would not constitute Garden Land Development; it would contribute positively towards housing stock within the Borough and the quality of accommodation for the future. It would not detract from the character and appearance of the host building, street scene and area in a wider context. It would provide a suitable quality of accommodation for future occupiers without unduly impacting neighbouring residential amenity. The development is considered to be appropriately accessible. The proposal would provide a modest gain to biodiversity on site. It is not considered to result in significantly adverse traffic and parking impacts. The development's proposed refuse storage arrangements are considered to be acceptable. Insufficient detail has been provided on the development's compliance with Secured by Design requirements additional detail on this can be requested and secured via condition. Conditions have also been recommended requiring the submission of a Demolition and Construction Logistics Plan, a Delivery and Servicing Plan, a Car Park Design and Management Plan, a detailed Fire Safety Statement, and further details on proposed materials, landscaping works, boundary treatment works, television reception equipment, as well as details on foul water disposal and surface water disposal and attenuation.

7.2 Subject to conditions, the proposed development would be in accordance with the National Planning Policy Framework (2023), Policies D1, D3, D4, D5, D6, D7, D11, D12, D14, G6, H1, H2, H10, G6, G7, SI 7, SI 12, SI 13, T5, T6, T6.1, T7 of the London Plan, Core Policy CS1 of the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM20, DM21, DM22, DM23, DM24, DM27, DM42, DM44, DM45 of the Harrow Development Management Policies Local Plan, and the guidance set out within the Garden Land Development SPD (2012), the Residential Design Guide SPD (2010), the Technical Housing Standard – Nationally Described Space Standards (2015), Characterisation and Growth Strategy LPG (2023), Small Sites Design Codes LPG (2023), Optimising Site Capacity: A Design-Led Approach LPG (2023), Housing Design Standards LPG (2023), the Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties SPD (2016) and finally the Sustainable Building Design SPD (2009).

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1. Timing

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

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

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and plans:

Untitled CGI Photos, Energy Statement (Dated April 2023), Fire Safety Statement, FRA & SuDS Report, NWA-22-003-1 REV: A, NWA-22-003-2 REV: B, NWA-22-003-3 REV: A, NWA-22-003-4, NWA-22-003-5, NWA-22-003-6 REV: A, NWA-22-003-LOC_E, NWA-22-003-LOC_P REV: C, NWA-22-003-TOPO, Resubmission Statement.

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

3. Glazing

No window(s)/door(s), other than those shown on the approved plans shall be installed in the flank elevation(s) of the development hereby permitted without the prior permission in writing of the local planning authority.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

4. Materials

Notwithstanding the details shown on the approved drawings, the development hereby approved 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 made available for the local planning authority to view on site, and have been agreed in writing by, the local planning authority:

- a) facing materials for the external walls
- b) roof tiles
- c) materials associated with balustrades and privacy screens
- d) windows and doors

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

REASON: To safeguard the appearance of the locality and to ensure a satisfactory form of development.

5. Surface Water Disposal and Attenuation

The development hereby permitted shall not be commenced (other than demolition works) until works for the disposal of surface water and works for surface water attenuation and storage have been submitted to, and approved in writing by, the local planning authority.

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

REASON: To ensure that the development achieves an appropriate run-off rates in this high risk flood area and to ensure that sustainable urban drainage measures are utilised.

6. Foul Water Disposal

The development hereby permitted shall not be commenced (other than demolition works) until works for the disposal of sewage have been submitted to, and approved in writing by, the local planning authority.

The development shall be carried out in accordance with the details so agreed prior to the occupation of the development, and shall be retained as such thereafter.

REASON: To ensure that adequate drainage facilities are provided for the development.

7. Demolition and Construction Logistics Plan

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 and agreed in writing. 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; and
- 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

- i) How traffic would be managed to minimise disruption
- j) Air quality management measures

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.

8. Delivery and Servicing Plan

No development shall take place, including any works of demolition, until a Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by the Local Planning Authority.

The approved DSP shall be adhered to in perpetuity and following occupation.

REASON: To manage the impact of the development upon the local area during its operation in the interests of public amenity and the local natural environment.

9. Car Park Design and Management Plan

The development hereby approved shall not be first occupied until a detailed parking design and management plan is submitted to and approved in writing by the Local Planning Authority to set out how parking will be allocated / controlled. The parking management plan shall set out details of disabled parking provision; active and passive electric vehicle charging points in accordance with London Plan standards.

The arrangements so agreed shall be put in place prior to the first occupation of the units hereby approved and shall thereafter be retained.

REASON: To ensure car parking provision is available for use by the occupants and visitors of the site in accordance with the National Planning Policy Framework (2023), Policy T6 of the London Plan (2021) and Policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

10. Landscaping

Notwithstanding the approved plans, the development hereby permitted shall not be occupied until there has been submitted to and approved in writing by, the local planning authority, a scheme of hard and soft landscape works for the whole site. Soft landscaping plans shall include planting plans (at a scale not less than 1:100), schedule of plants, noting species, plant sizes, plant containers

(all at time of plating) and proposed numbers/densities and a landscape implementation programme. Hard landscaping works shall include: material details, if permeable materials are used full construction details (including cross sections) of permeable paving and their maintenance plan. Details shall also be provided on the heights and appearance of all proposed boundary treatment works (including gates, fencing, hedging and walls). Notwithstanding the approved drawings, new secure iron access gates shall be made accessible through a keyed or encrypted fob entry system.

The development shall be carried out in accordance with the details as so agreed prior to the first occupation of the development.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, and in the interests of preventing crime.

11. 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.

12. Cycle Parking

Other than when in use, cycles (for long stay use) shall be stored at all times within the designated cycle stores detailed on Drawing No. NWA-22-003-2 REV: B.

REASON: To safeguard the character and appearance of the area, and minimize the risk of crime.

13. Refuse Storage

The refuse and waste bins shall be stored at all times, other than on collection days, within the designated refuse store as shown on Drawing No. NWA-22-003-2 REV: B.

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

14. Permitted Development 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 development in relation to the site which would otherwise fall within Class A of Part 2 of Schedule 2, Class A of Part 20 of Schedule 2, and Class L of Schedule 2 Part 3, shall be carried out without the prior written permission of the local planning authority.

REASON: To prevent an unacceptable subdivision of the site's communal garden and to enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with Policy DM1 of the Harrow Development Management Policies 2013, Policy CS1(B) of the Harrow Core Strategy 2012, Policy D3 of the London Plan 2021 and the Core Planning Principles of the National Planning Policy Framework 2023.

15. Television Reception Equipment

Prior to the first occupation of the development, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to 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 relevant phase and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the high quality design of the buildings and spaces.

16. Fire Safety Statement

Notwithstanding the submitted drawings The development hereby approved shall not be occupied 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
- 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).

17. Secured by Design

Evidence of certification of Secure by Design Accreditation for the development shall be submitted to the Local Planning Authority in writing for approval before any part of the development is occupied or used. The development shall only be completed and operated in accordance with any approval.

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

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

The National Planning Policy Framework (2023)

London Plan 2021: D1, D3, D4, D5, D6, D7, D11, D12, D14, G6, H1, H2, H10, G6, G7, SI 7, SI 12, SI 13, T5, T6, T6.1, T7

The Harrow Core Strategy 2012: CS1

Harrow Development Management Policies Local Plan 2013:

DM1, DM2, DM9, DM10, DM12, DM14, DM20, DM21, DM22, DM23, DM24, DM27, DM42, DM44, DM45

Supplementary Planning Documents: Garden Land Development SPD (2012), the Residential Design Guide SPD (2010), the Technical Housing Standard – Nationally Described Space Standards (2016), Characterisation and Growth Strategy LPG (2023), Small Sites Design Codes LPG (2023), Optimising Site Capacity: A Design-Led Approach LPG (2023), Housing Design Standards LPG (2023). the Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties SPD (2016)

2. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows: 0800-1800 hours Monday - Friday (not including Bank Holidays) 0800-1300 hours Saturday

3. 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 Portal website: <https://www.gov.uk/party-wall-etc-act-1996-guidance>

4. 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.

5. Grant with Pre-App Advice

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. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

6. Sustainable Drainage Systems

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2023) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. The London Plan (2021) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information.

7. 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 approximately £19,623 (Includes Indexation)

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

You are advised to visit the planningportal website where you can download the appropriate document templates.

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

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

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

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

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

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

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

8. 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 approximately £52,996 (Includes Indexation).

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 planning portal 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

9. 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.

10. Street Naming and 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

11. Highway Approval Required for Removal of Crossover

Notwithstanding the approval of this planning application, the applicant is advised that separate Highways approval is required for proposed removal of the crossover and alteration to the pedestrian access points along Somervell Road. The applicant is advised to make contact with the Council's Vehicles Crossings Team and Network Management Team by emailing vehiclecrossings@harrow.gov.uk and highways@harrow.gov.uk

CHECKED

 <p>Orla Murphy Head of Development Management</p> <p>4th April 2024</p>	 <p>Viv Evans Chief Planning Officer</p> <p>4th April 2024</p>
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APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOS

Front Elevation of 40A Somervell Road:



Front Elevation of 40A Somervell Road:



Front Elevation of 1 Carlyon Avenue:



Front Elevation of 1 Carlyon Avenue:



Garden of 1 Carlyon Avenue:



Garden of 1 Carlyon Avenue:



Boundary Between No.1 and 3 Carlyon Avenue:



3 Carlyon Avenue:



Long View of the Site (Along Carlyon Avenue):



Long View of the Site (Along Carlyon Avenue):



Long View of the Site (Junction between Somervell Road and Carlyon Avenue):



Long View of the Site (Along Somervell Road):



View of 1 and 3 Balmoral Road:



View of 42 and 42A Somervell Road:

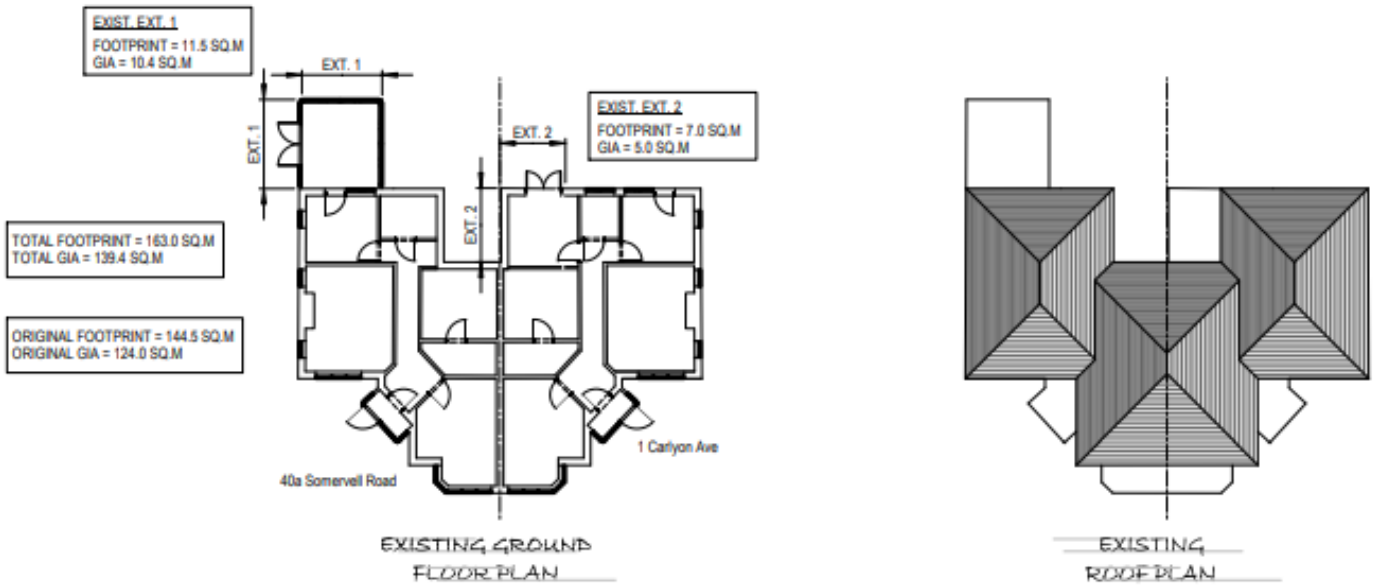


Aerial View of Site:

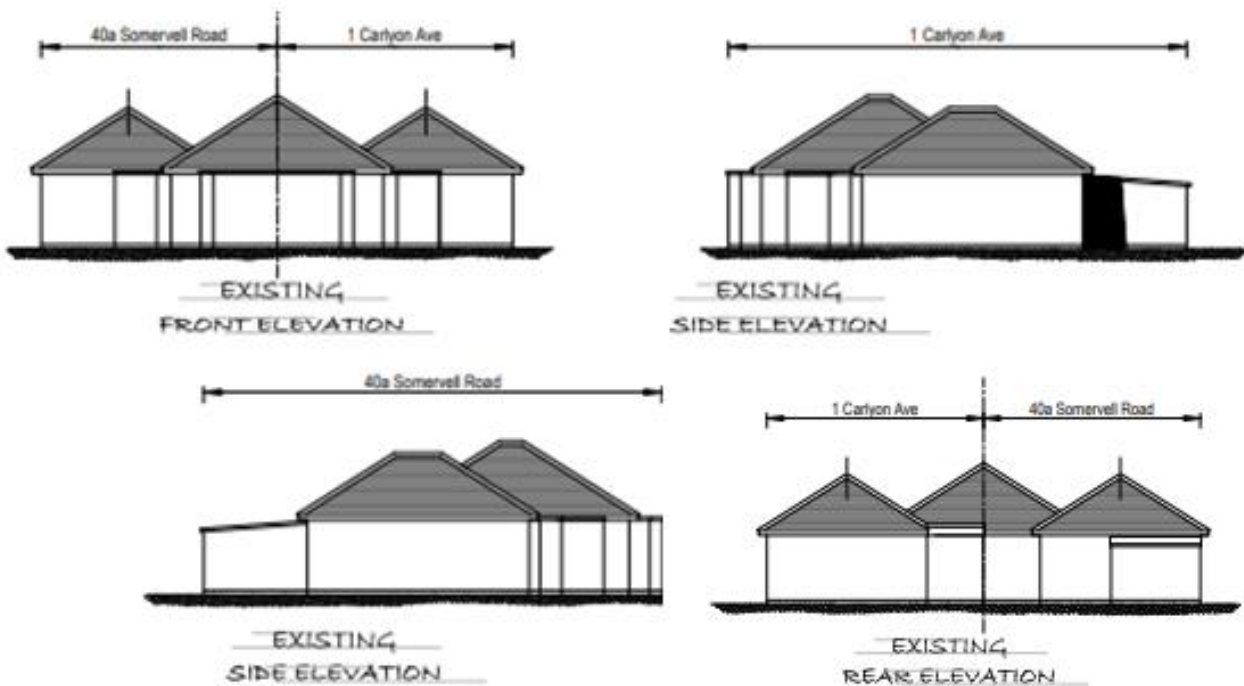


APPENDIX 4: PLANS AND ELEVATIONS

Existing Floor and Roof Plans:



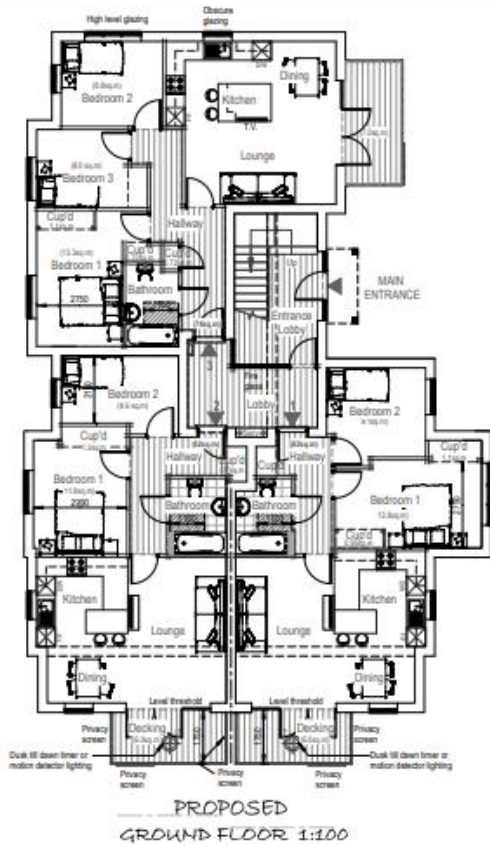
Existing Elevations:



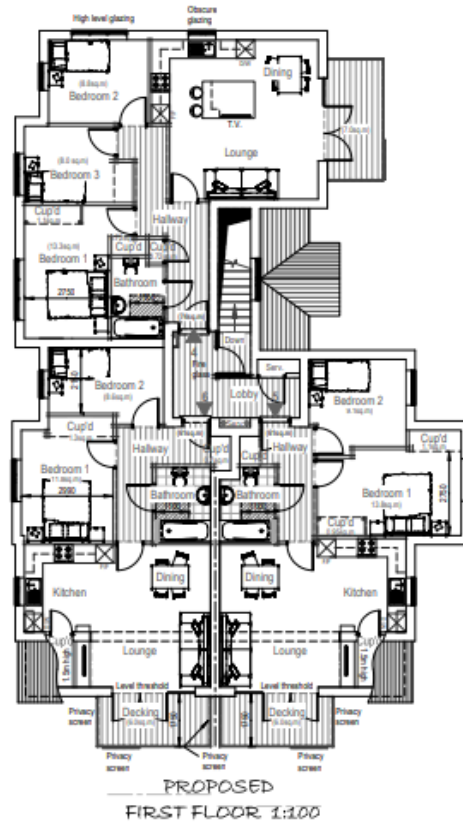
Proposed Site and Block Plan:



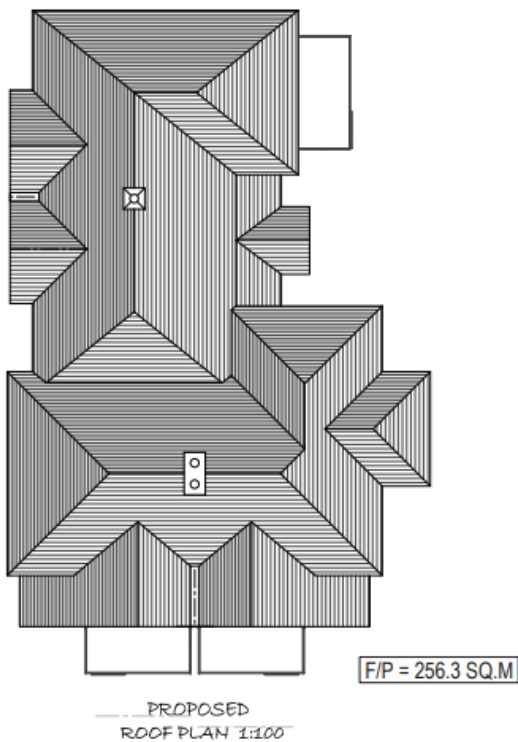
Proposed Ground Floor Plan:



Proposed First Floor Plan:



Proposed Roof Plan:



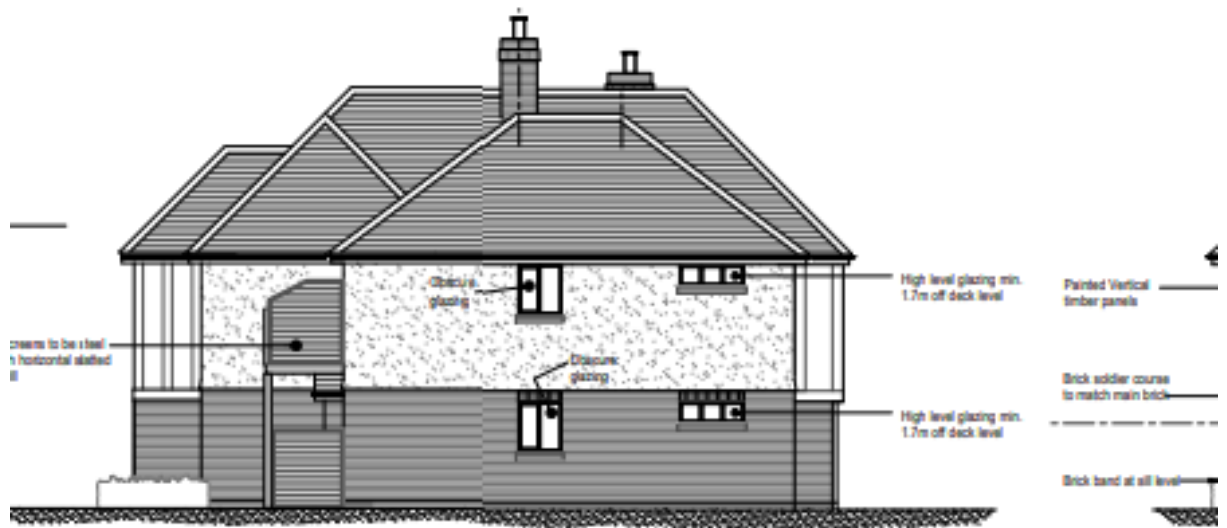
Proposed Site Plan (contextual):



Proposed Front and Rear Elevations:



PROPOSED FRONT
ELEVATION 1:100



PROPOSED REAR
ELEVATION 1:100

Proposed Side Elevations:



PROPOSED SIDE
ELEVATION 1:100
(CARLYON AVENUE)



PROPOSED SIDE
ELEVATION 1:100
(SOMERVELL ROAD)

Part M4(2) - Accessible and Adaptable Dwellings

To meet Part M4(2) of the building regulations, the following criteria has been used to assess the proposals against providing reasonable provisions for gaining access to, and use of the dwelling and its facilities by occupants with varying needs.

Access to: All the point or points at which an occupant or visitor would expect to get in or out of a car:

- Level access to the principal entrance or suitable alternative entrance.
- 900mm wide approach route.
- Ramps between 1:10 and 1:20.
- Landings: 900mm long at the head, intermediate and base of ramps.

Parking

- Parking bay 2.4m wide x 4.8m long. Must be capable of being increased to 3.3m wide.
- Communal parking to flats to have at least one bay (to the above dimensions) provided close to the shared entrance. Minimum clear access zone of 900mm to one side and a dropped curb.
- Parking bay must be level or, where unavoidable, gently sloping (1:60 to 1:20).
- Surface finish to be firm and even with no loose laid materials.

Entrance

- Canopy at level entrance 900mm wide and 600mm deep.
- Dark 90 degree linear or motion detection lighting adjacent to entrance.
- Entrance door minimum 800mm clear opening.
- Of a porch is included it must allow 1500mm between the two door swings.

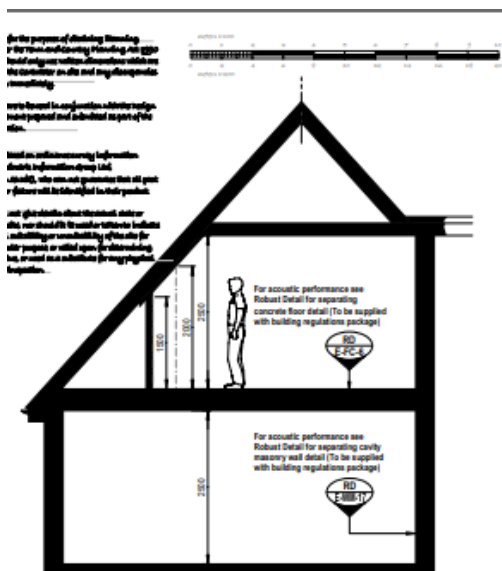
Circulation

- Minimum rise of 300mm to the leading edge of the doors (entrance storey only).
- Step free to all rooms within entrance storey.
- 900mm unobstructed corridor widths.
- Living area to be included on entrance storey (living room, dining room or kitchen dining).
- Stairs 850mm clearwidth.
- 1200mm minimum clear space in front of kitchen units and appliances.
- 900mm maximum to glazing of principle window in living room.

Bedrooms

- Main double bedroom to have 750mm clear zone to both sides and foot of

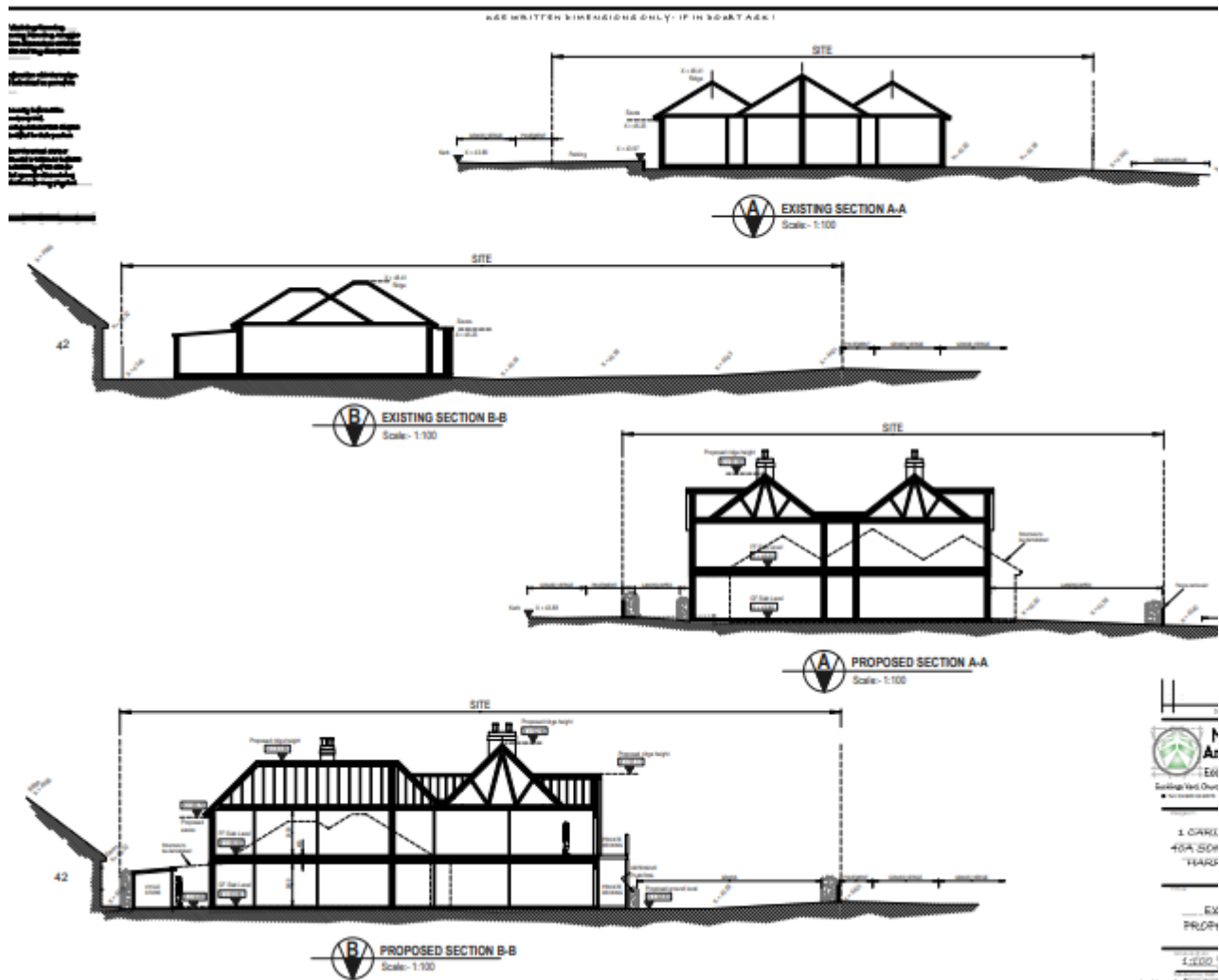
Proposed Section:



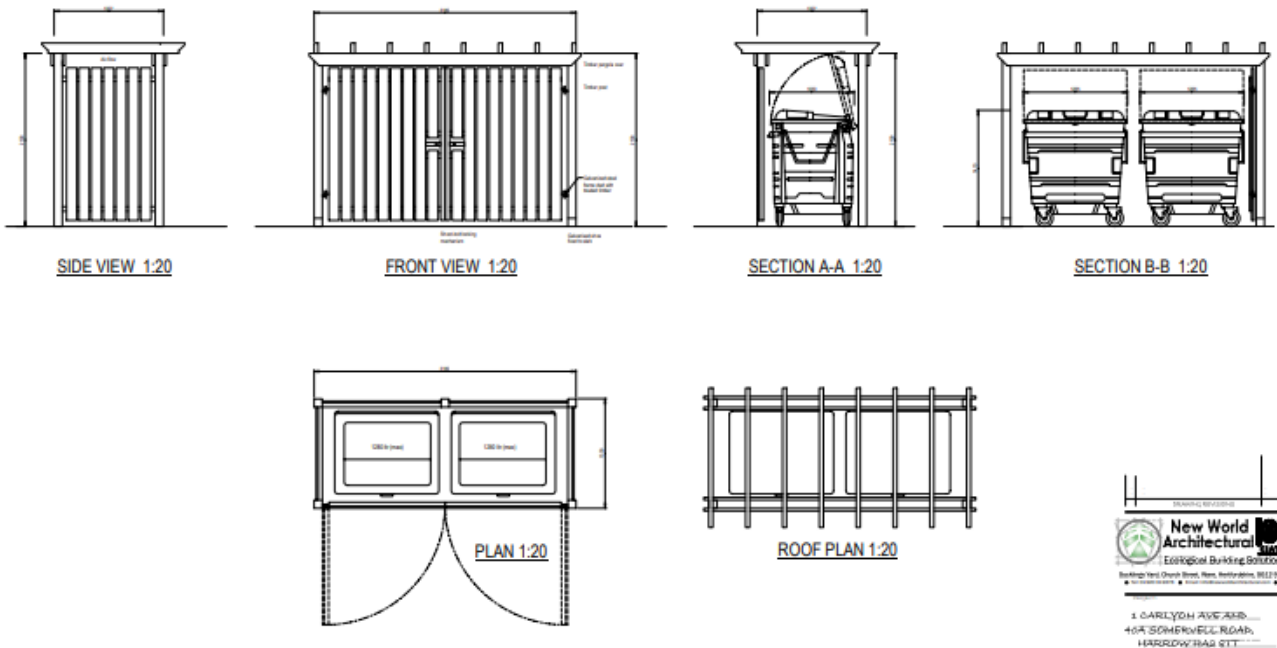
SECTION THROUGH
REDUCED HEADROOM 1:50
(UNITS 5 & 6)

Privacy screens to be steel frame with horizontal slatted timber infill

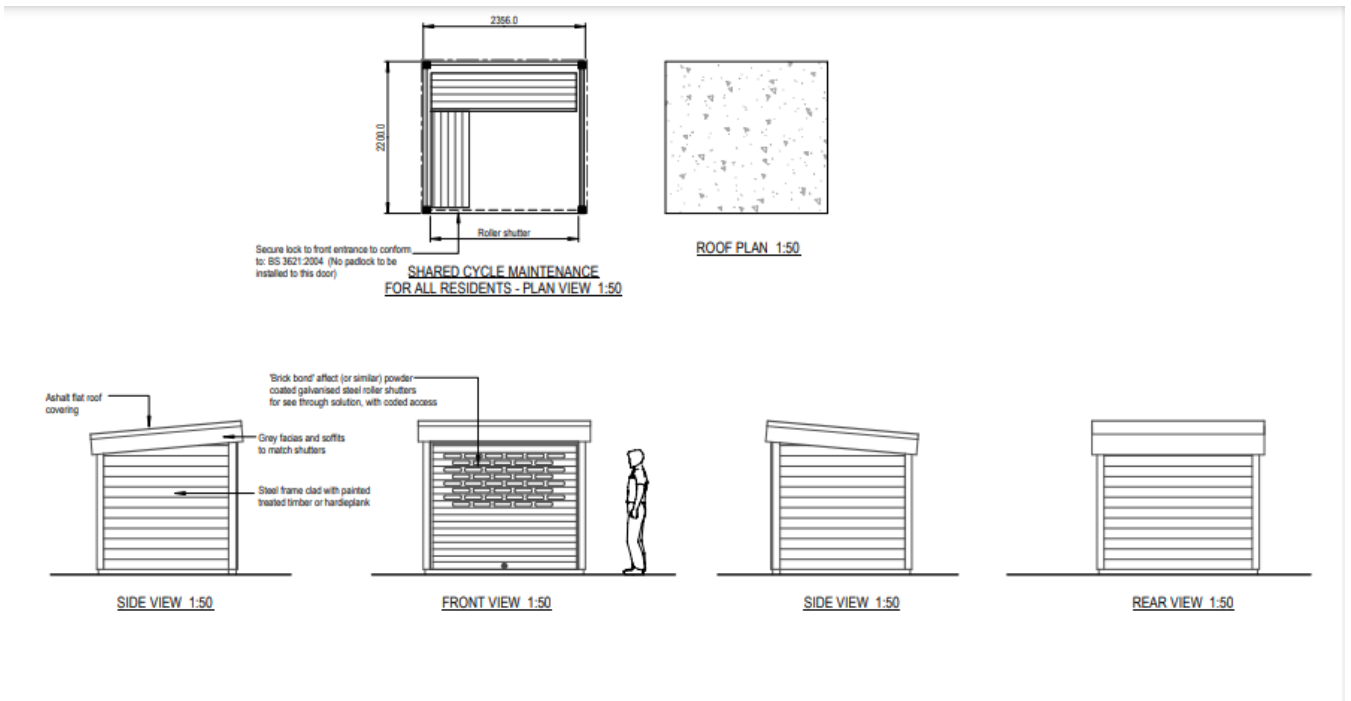
Existing and Proposed Sections:



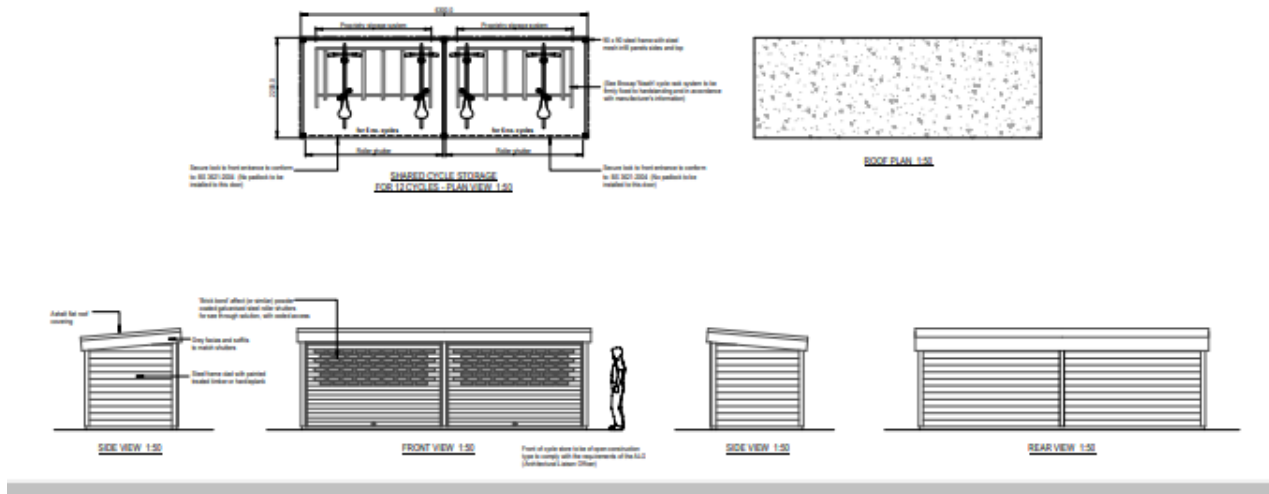
Proposed Bin Store Details:



Proposed Cycle Maintenance Shed Details:



Proposed Cycle Store Details:



Proposed CGI Drawing (Somervell Road):



Proposed CGI Drawing (Somervell Road):



Proposed CGI Drawing (View from Balmoral Road):



Proposed CGI Drawing (View from Balmoral Road):



Proposed CGI Drawing (Carlyon Avenue):



Proposed CGI Drawing (View from Rear Garden of 42 Somervell Road):



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