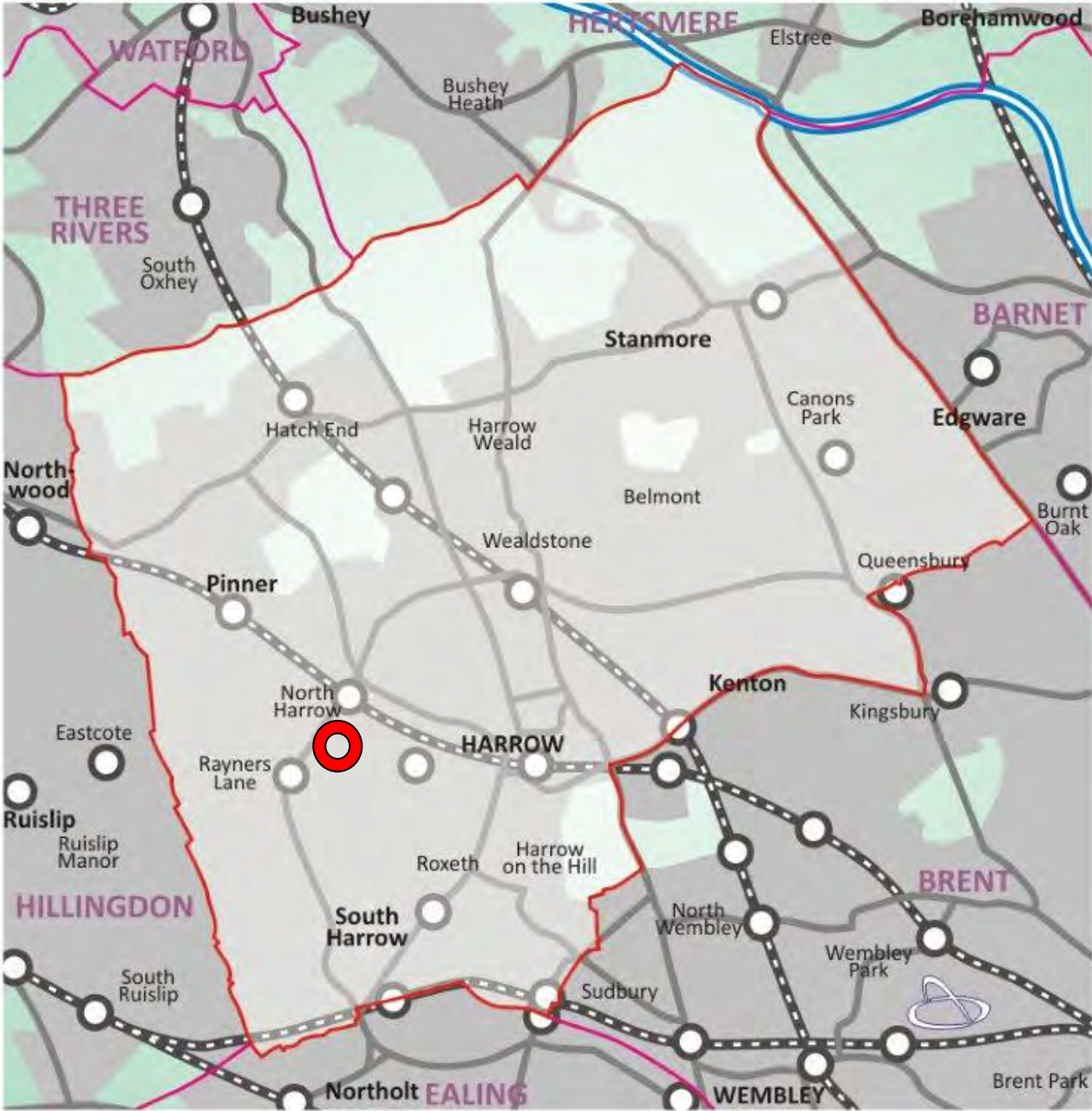


 = application site



<b>35-69 Imperial Drive, Harrow</b>	<b>P/3288/16</b>
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**35-69 Imperial Drive, Harrow** **P/3288/16**

# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

28<sup>th</sup> September 2016

**Application Number:** P/3288/16  
**Validate Date:** 26/07/2016  
**Location:** 35-69 Imperial Drive, Harrow  
**Ward:** West Harrow  
**Postcode:** HA2 7DT  
**Applicant:** Mr Aniket Chhippa  
**Agent:** Louise Morton, Quadrant Planning  
**Case Officer:** David Buckley  
**Expiry Date:** 03/10/2016

### PURPOSE OF REPORT/PROPOSAL

The purpose of this report is to set out the Officer recommendations to The Planning Committee regarding an application for planning permission relating to the following proposal.

Addition Of Two Floors To Each Building To Provide Three Flats With Balconies (Additional 9 Flats In Total) ; Five Storey Lift Shaft Extension To Each Building; Enlargement Of Existing Balconies And Ground Floor Patio Areas; Additional Bin Store Cycle Storage and Parking; External Alterations.

### RECOMMENDATION

The Planning Committee is asked to:

- 1) Refuse planning permission for the reasons set out below:

### REASON FOR THE RECOMMENDATIONS

1. The proposed development, due to its excessive height and inappropriate design, including the proposed front porches, would not be in keeping with the character and appearance of the original buildings and would fail to respect the character of the surrounding neighbouring properties and pattern of development in the surrounding area, contrary to policies 7.4B and 7.6B of The London Plan (2016), policy CS 1 B of the Harrow Core Strategy (2012), policy DM 1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).
2. The proposal, by reason of its size and siting in close proximity to neighbouring houses would result in an overbearing development which would appear excessively dominant, resulting in an unacceptable loss of outlook and visual amenity to the rear habitable rooms and rear gardens of neighbouring occupiers and would also result in an unacceptable degree of overlooking and loss of privacy to neighbouring occupiers, contrary to policy 7.6B of the London Plan (2016), policy DM1 of the Development Management Policies (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

3. The proposed residential units, by reason of inadequate floor to ceiling height, inadequate size, lack of storage space and inadequate outdoor amenity space, would result in substandard, cramped and poor quality accommodation to the detriment of the residential amenities of future occupiers of the residential units, contrary to policy 7.6B of The London Plan (2016), the Mayor of London Housing Guide (2016), policy DM1 of the Development Management Policies Local Plan (2013), and adopted Supplementary Planning Document: Residential Design Guide (2010).
4. The proposed one way system with cars exiting the site exclusively on to The Ridgeway, in conjunction with increased traffic flow on the site would be likely to increase traffic and parking stress on the surrounding network to the detriment of highway safety and convenience, contrary to Policies DM42 and DM43 of the Development Management Policies Local Plan (2013).

### **INFORMATION**

This application is reported to Planning Committee as the Director of Planning Services considers the scheme to be of significant public interest as per Proviso E of the Scheme of Delegation.

Statutory Return Type:	E13: Minor Dwellings
Council Interest:	None
Additional Floor Area	756 sq m
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£26,460 (based on a £35 contribution per square metre of additional floorspace)
Local CIL requirement:	£83,160 (based on a £110 contribution per square metre of additional floorspace)

### **HUMAN RIGHTS ACT**

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

### **EQUALITIES**

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

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

### **S17 CRIME & DISORDER ACT**

Policies 7.3.B and 7.13.B of The London Plan and policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

### **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

- Planning Application
- Statutory Register of Planning Decisions

- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- Nation Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

**LIST OF ENCLOSURES / APPENDICES:**

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

## OFFICER REPORT

### PART 1 : Planning Application Fact Sheet

The Site	
Address	35-69 Imperial Drive, Harrow HA2 7DT
Applicant	Mr A Chhipa
Ward	West Harrow
Local Plan allocation	No
Conservation Area	No
Listed Building	No
Setting of Listed Building	No
Building of Local Interest	No
Tree Preservation Order	No
Other	N/A

Housing		
Density	Proposed Density hr/ha	167
	Proposed Density u/ph	41
	PTAL	3 (2011)
	London Plan Density Range	45-120 u/ha
Dwelling Mix	Studio (no. / %)	0%
	1 bed ( no. / %)	0%
	2 bed ( no. / %)	0%
	3 bed ( no. / %)	9/100%
	4 bed ( no. / %)	0%
	Overall % of Affordable Housing	0%
	Social Rent (no. / %)	0%
	Intermediate (no. / %)	0%
	Private (no. / %)	100%
	Commuted Sum	
	Comply with London Housing SPG?	No
	Comply with M4 <sup>(2)</sup> of Building Regulations?	Improvement on the current situation

Transportation		
Car parking	No. Existing Car Parking spaces	15
	No. Proposed Car Parking spaces	32
	Proposed Parking Ratio	1.185:1
Cycle Parking	No. Existing Cycle Parking spaces	36

	No. Proposed Cycle Parking spaces	60
	Cycle Parking Ratio	2:1
Public Transport	PTAL Rating	3 (2011)
	Closest Rail Station / Distance (m)	North Harrow/300m
	Bus Routes	H9
Parking Controls	Controlled Parking Zone?	Private parking area on site. CPZ
	CPZ Hours	10-11am Mon-Fri.
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	Parking pressure on side streets off Imperial Drive on weekdays due to proximity to stations.
	Dates/times of parking stress survey	Weekdays
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	As per existing onsite

<b>Sustainability / Energy</b>	
BREEAM Rating	Not disclosed
Development complies with Part L 2013?	Not disclosed
Renewable Energy Source / %	Not disclosed

## **PART 2: Assessment**

### **1.0 Site Description**

- 1.1 The site is on the east side of Imperial Drive and contains three, three storey flatted blocks, each containing 9 x 3 bed flats. The surrounding area is wholly residential in nature consisting almost solely of two storey semi-detached houses and terraces.
- 1.2 Neighbours immediately to the north are No's 33a and 33b Elm Drive. The rear gardens of houses along Parkthorne Drive abut the site to the rear/east. To the south there are neighbours at No's 171-177 The Ridgeway, although these are separated from the blocks by the on-site car park. The current buildings on site measure 25m in width and 8.50m in depth, with an eaves height of 8.60m and a full height of 11m.
- 1.3 The landscaping currently includes a lawn to the front and most of the rear of the site with some hard landscaping to the rear for a washing line area. The car parking area is in the far southern part of the site and currently provides 15 car parking spaces on

site for the use of occupiers. The refuse bins at present in stores at the side of the building, and at the front of the building on collection days.

## **2.0 Proposed Details**

- 2.1 It is proposed to build 2 x additional floors above the existing flats on each of the three buildings to provide a total of 9 x new flats, with 2 x 3 bedroom flats on the additional third floor and a single 3 bedroom flat on the top floor with a large terrace
- 2.2 A dual pitched roof would be added that would be set back from the main front and rear walls. The height would be increased to 14m to the roof with the lift structure located to the rear slightly above this height.
- 2.3 There would be new, larger balconies to the existing flats at the front and also balconies provided to the new upper floor flats.
- 2.4 The proposed front porches to each building would be fully glazed with a full height of 3.40m, an eaves height of 2.50m and a projection from the main front wall of 1.50m.
- 2.5 The existing parking area of 15 unmarked spaces would be increased, with 4 x at the front of each block, 1 x disabled space and 20 in the main parking area, creating a total of 32 spaces. A one way system would be created, with vehicles entering from Imperial Drive and exiting to The Ridgeway. Cycle storage spaces will be provided in 3 x 8 spaces in new blocks and 18 lock up stores, each providing 2 x cycle spaces, making a total of 60 spaces.

## **3.0 History**

- 3.1 No relevant planning history on site.

## **4.0 Consultation**

- 4.1 A Site Notice was erected on 11<sup>th</sup> August 2016, expiring on 1<sup>st</sup> September 2016.
- 4.2 The application was advertised as a general notification.
- 4.3 A total of 62 consultation letters were sent to neighbouring properties regarding this application. The public consultation period expired on 26/08/2016.

### **4.4 Adjoining Properties**

Number of Letters Sent	62
Number of Responses Received	36
Number in Support	16
Number of Objections	17 + 1 petition signed by 23 persons at 13 addresses.
Number of other Representations (neither objecting or supporting)	0

- 4.5 8 objections were received from adjoining residents.



4.6 A list is set out below of the respondents with addresses is set out below by the comments submitted, divided in to objections, followed by those in support:

Respondents in relation to the proposal:

<b>Comment Type</b>	<b>Name and Address</b>
Objection	A Hameed, 40 Imperial Drive
Objection	Mr and Mrs Thevanesan, 8 Parkthorne Drive
Objection	Cynthia Bengen, 10 Elm Drive
Objection	Mr and Mrs Shah, 4 Parkthorne Drive
Objection	Mr and Mrs Patel, 6 Parkthorne Drive
Objection	K Burke, 10 Parkthorne Drive
Objection	Anthony Siew Sun Lam, 5 Parkthorne Drive
Objection	B Jivan, 1 Parkthorne Drive
Objection	Sheelpa Majithia - 12 Parkthorne Drive
Objection	Mr E J Junker, 22 Parkthorne Drive
Objection	Mr S and Mrs A Syed, 52 Imperial Drive
Objection	Kapil Mashru -54 Imperial Drive x 2
Objection	R Lambourn, 46 Imperial Drive
Objection	Mr and Mrs McHugh, 42 Imperial Drive
Objection	Mr and Mrs McHugh - 44 Imperial Drive
Objection	Nirmalan Vettivetpillai - 14 Parkthorne Drive
Objection/Petition	Petition from neighbours objecting to the proposal, signed by 23 persons, owners occupiers of the following addresses: 16 Parkthorne, 18 Parkthorne x 2, 24 Parkthorne, 15 Parkthorne, 11 Parkthorne, 8 Parkthorne, 12 Parkthorne x 3, 6 Parkthorne x 3, 4 Parkthorne x 3, 2 Parkthorne x 2, 1 Parkthorne x 2 3 Parkthorne x 2, 14 Parkthorne.
Support	Paula Zawadzka, 41 Imperial Drive
Support	Mr and Mrs S Padela, 61 Imperial Drive
Support	Panchalin Pathmarajah, 49 Imperial Drive
Support	Wendy Swensen - 45 Imperial Drive
Support	Piotr Grabowski - 43 Imperial Drive
Support	Izabela Antosik - 67 Imperial Drive
Support	Sebastian Bednarek - 63 Imperial Drive
Support	Gregorz Pietrazak, 65 Imperial Drive
Support	Ajay & Bhavna Pattni- 37 Imperial Drive
Support	Prashaant Devalia- 55 Imperial Drive
Support	Anees Khan, 39 Imperial Drive
Support	Scott & Alison Williams, 35 Imperial Drive
Support	Agam Patel, 57 Imperial Drive
Support	Caroline Sekgobela- 59 Imperial Drive
Support	Sheelpa Majithia, 12 Parkside Way
Support	Dagmara Kucharska, 69 Imperial Drive

<b>Comments Objecting to the Proposal</b>		
<b>Subject of Comments</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
<b>Neighbouring Amenity</b>	<p>Harm to neighbouring amenity by reason of noise, disturbance, overlooking, loss of privacy, overshadowing, loss of existing view etc.</p> <p>Balconies could cause noise pollution if these are used at night. Loss of sunlight in to the area.</p>	<p>It is acknowledged that there would be some harm to the amenity of nearby neighbours. This is addressed in more depth in the 'Amenity' section of the report below.</p> <p>Balconies are considered an acceptable form of outdoor amenity space in this type of development. This issue is addressed in more depth in the main body of the report.</p>
<b>Character of the Proposal</b>	<p>Unacceptably high density/overdevelopment in an open aspect of neighbourhood. Harmful visual impact of the development that will be out of character, overbearing, etc.</p> <p>The proposal is not in keeping with the overall look of the area as it is generally 2 floors in this area, while the new proposal will represent a tower block.</p> <p>Other much more modest householder extensions have been refused in the area for being disproportionate and in this context, the current proposal would be excessive.</p> <p>Landscaping- loss of soft landscaping</p>	<p>The scale of the development would have a harmful impact on the character of the area which is addressed in more depth in the 'Character and Appearance' section of the report below.</p> <p>The scale of the development would have a harmful impact on the character of the area which is addressed in more depth in the 'Character and Appearance' section of the report below.</p> <p>For character issues see comment immediately above. It would not be possible to comment on a householder proposal made previously as each site has its own relevant circumstances.</p> <p>This is noted and has been addressed in the Character and Appearance section in the main body of the report</p>
<b>Traffic and Parking</b>	<p>Adverse impact on parking within the immediate area which is a current issue with people parking and drive to North Harrow, and West Harrow Stations nearby and due to a nearby doctors surgery at No. 71 Imperial Drive, putting particular pressure on Elm Drive and Parkthorne Drive.</p>	<p>The existing traffic situation is acknowledged. The proposal would increase both parking requirements and parking provision. This is addressed in the main body of the report below.</p>

	<p>It is already difficult for visitors to park in neighbouring streets in the day and the additional flats will add to this problem.</p> <p>The access road to the blocks is not one way so cars can turn out of it in to Elm Drive. This can be dangerous.</p> <p>Emergency access could be impeded during and after the construction period access to the flats would become congested and lead on to Imperial Drive, resulting in danger in traffic terms.</p>	<p>The existing traffic situation is acknowledged. The proposal would increase both parking requirements and parking provision. This is addressed in the main body of the report below.</p> <p>This issue is noted and addressed in more depth in the 'Highways' section of the report below.</p> <p>Had the proposal been recommended for grant planning conditions could be used to ensure that building were done in a considerate way. In terms of after the construction period, this issue is noted and addressed in more depth in the 'Highways' section of the report below.</p>
<b>Anti-Social Behaviour/Urban Decay</b>	<p>Anti-social behaviour from existing tenants and also fly tipping, which will be worsened by the proposal. Acknowledges current problems of urban decay on the site, but the additional floors are a separate matter.</p> <p>There is already a health and safety concern regarding the current state of communal areas where rubbish has been dumped on site and not cleared away</p>	<p>This issue is noted and addressed in more depth in the 'Regeneration' section of this report below. This point is noted.</p> <p>This issue is noted and addressed in more depth in the 'Regeneration' section of this report below.</p>
<b>Refuse Storage and Servicing</b>	<p>Refuse- concern that there is not sufficient provision for refuse storage nearby and that the increased housing density of the site is unacceptable due to the additional requirements for bin storage and parking areas as there is already heavy traffic in the area.</p>	<p>The proposal would increase the level of refuse storage. Refuse storage and servicing and traffic concerns are noted and are addressed within the main body of the report.</p>
<b>Construction Issues</b>	<p>Potential damage to the back of neighbour's property and damage to fence, etc.</p>	<p>If the proposal were recommended for grant, construction issue could be</p>

	There would be increased noise and air pollution during the construction period.	controlled through the use of planning conditions to ensure that building work were done in a considerate way. However, even then it is not possible to fully mitigate disturbance through construction. Damage to fences may be a civil matter rather than a planning issue.
	Covenant not to build on the land other than private houses. The comment also questions what criteria were used for the original planning permission on site.	The covenant is acknowledged, however this would not be a material planning consideration. There is no planning record for the current buildings on site.
<b>Other Issues</b>	<p>Concerns it will devalue their property.</p> <p>Neighbours at No. 14 Parkthorne Drive have objected that they were not consulted.</p> <p>This is a large development; Harrow Council should explain the process to protect the residents.</p>	<p>While this point is noted, this is not a material planning consideration in itself</p> <p>Council records show a letter was sent to 14 Parkthorne Drive as part of the consultation. However, if this was not received that is unfortunate and officers are please the neighbour was able to comment. A site notice was also displayed at the site. All of the information is available on the website and interested parties can contact Planning Officers or their local Councillor if they have further questions.</p>
<b>Petition from neighbours objecting to the proposal, signed by 23 persons</b>	<p>The petition states that: There would be loss of privacy, light and an oppressive atmosphere.</p> <p>Out of keeping with the local area.</p>	<p>It is acknowledged that there would be some harm to the amenity of nearby neighbours. This is addressed in more depth in the 'Amenity' section of the report below</p> <p>The scale of the development would have a harmful impact on the character of the area which is addressed in more depth in the 'Character and Appearance' section of the report below.</p>

<b>Comments Supporting the Proposal</b>		
<b>Subject of Comments</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
<b>General support of the proposal in principle</b>	Support the proposal.	The comment is noted
<b>Regeneration works</b>	<p>The proposal is a necessary improvement of the site and existing blocks. Currently people dump rubbish on the site and it appears neglected.</p> <p>New barriers and improvement of communal areas, security, etc., will be beneficial.</p> <p>The proposal will improve the appearance of the buildings, safety and cleanliness and security the surrounding area.</p> <p>Specific improvement would be the lift, security gate and improved parking and communal areas</p> <p>The proposal will improve the block and be more desirable and contribute the to the council's revenue by increased council tax contributions.</p>	These comments are noted. The Council supports the regeneration of the block and this is addressed in more depth in the 'Regeneration' section below.
<b>Other Issues</b>	The works would increase property value.	While this point is acknowledged, the value of property on the application site or nearby properties is not a material planning consideration.

#### 4.7 Statutory and Non Statutory Consultation

4.8 The following consultations have been undertaken:

LBH Highways  
 LBH Planning Policy  
 LBH Design  
 LBH Landscape Architects

#### 4.9 Internal Consultation

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

<b>Consultee</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
LBH Highways	Objection on the basis of harm to highways.	The comments are addressed in the Traffic and Parking section and contribute to the reason for refusal.
LBH Planning Policy	No objection to the proposal in principle, subject to character amenity issues.	The comments are noted.
LBH Design	Objection on the basis of excessive scale and bulk, the balconies are too small to meet the required standards.	The comments are addressed in the Character Section and contribute to the reason for refusal.
LBH Landscape Architects	The proposal to provide disabled parking bays adjacent to the flat entrances would be a sensible addition. However, the proposal to add new parking spaces along the frontage is regrettable and although this is mitigated to some extent by the street side landscaping, consideration should be given to a reduction in the numbers of new parking spaces and the extent of the hard surfacing.	These comments are noted although this would not form a reason for refusal.

#### 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] which consolidates national planning policy and is a material consideration in the determination of this application.

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

## **6.0 Appraisal**

6.1 The main issues are;

Principle of the Development  
Regeneration  
Character and Appearance of the Area  
Residential Amenity - Neighbouring Occupiers  
Residential Amenity- Future Occupiers  
Traffic and Parking  
Accessibility

### **6.2 Principle of Development**

6.2.1 Policy 3.8 of The London Plan (2015) encourages the borough to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Further to this, Core Policy CS1 (I) states that 'New residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods, to promote housing choice, meet local needs, and to maintain mixed and sustainable communities'.

6.2.2 Having regard to the London Plan and the Council's policies and guidelines, it is considered that the proposed extension would constitute an increase in housing stock within the Borough and the development would therefore be acceptable in principle.

6.2.3 However, there are a number of concerns related to the impact of the proposal in terms of character and appearance, neighbouring amenity and future occupier amenity.

### **6.3 Regeneration**

6.3.1 The proposal is to refurbish and improve existing accommodation as well as adding additional floors. The improvements would include lifts, new lobbies, increased parking and disabled parking and therefore it can be viewed as the regeneration of existing blocks of flats.

6.3.2 A number of comments have been made in favour of the proposal due to this reason and the Council supports this in principle, as well as supporting the refurbishment works. Nearby neighbours have objected to the proposal, stating that there are currently problems with fly tipping, litter etc. The works include new security gates and pending further information on this (which would be required via condition if the application were otherwise acceptable), this would improve the current situation in regard to anti-social behaviour.

6.3.3 However, a major part of the proposal is the additional floors. Furthermore, the unattractive design will have a negative regeneration impacts on the locality in terms of character, perception and likely inward investment. These are the issues which also raise concerns in terms of character and appearance and neighbouring amenity and are addressed below

#### 6.4 Character and Appearance of the Area

6.4.1 Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. Core Policy CS1.B specifies that '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; extensions should respect their host building. 'Policy DM1 of the DMP gives advice 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. Paragraph 4.4 of the adopted Residential Design Guide SPD states that: "The pattern of development refers to the arrangement of plots, buildings and spaces around the building which, repeated over an area, forms part of that area's character and identity." Paragraph 4.5 states that the pattern of development plays a vital role in defining the character of the street and influencing the perception of spaciousness and landscape capacity.

6.4.2 The Council's Urban Design Officer has commented that because the buildings are already atypical in their context they could take a small increase in height with a flat roof. However, the currently proposed two additional storeys would not be appropriate and the proposed roof form would not be appropriate. Also stepping back new floors at the front and using recessive materials is not advisable. A number of objections have been made by nearby neighbours that the scale of the proposal would not be in keeping with the existing character of the area, particularly since the existing blocks are already higher than the nearby buildings consisting of two storey houses.

6.4.3 The existing buildings on the application site comprise a development which is already significantly greater in terms of scale and height than the existing pattern of development, which along the main highway of Imperial Drive and the neighbouring streets are two storeys, generally semi-detached or terraced houses. The resulting development would be excessive in height in this wholly suburban area. The set ins at fifth floor would provide a degree of subservience to the main building, but would also result in an unattractive and unbalanced 'hat' to the building, which would harm the rhythm of the three existing identical buildings. The new roof would appear contrived and not be in keeping with the character of the existing building.

6.4.4 The additional floors to the building would add significantly to the overall bulk and height of the properties, and would result in buildings that would appear overly dominant, taller, at odds and out of scale with the general form and domestic scale of surrounding properties.



- 6.4.5 The prominence and long frontage of the site would increase the prominence of the extended buildings, and would exacerbate the visual harm to the character and appearance of the area.
- 6.4.6 The front porch elements, although they would not be excessive in size, due to their fully-glazed materials would not be in keeping with the original buildings and would appear incongruous and not acceptable in terms of character and appearance, contrary to policy DM1 of the Harrow Development Management Policies Local Plan (2013).
- 6.4.7 The rear lift enclosures would not enhance the appearance of the buildings. However, they would not be unacceptably harmful to the character of the host buildings and the area. Furthermore, it is recognised that these will improve the accessibility of the existing and proposed accommodation and form an important element of the regeneration of the block. Therefore on balance they are considered acceptable.
- 6.4.8 The proposed balconies would be acceptable in terms of character and appearance impact, although they would need to be assessed in terms of future occupier amenity. See Section 6.6.
- 6.4.9 In terms of materials, the proposed UPVC windows, is not encouraged as it is of a lower quality finish and appearance compared to other alternatives. However, it is recognised that the majority of the windows on the building are already finished in UPVC and so to require aluminium windows would not be in keeping with the character of the existing buildings. Had the application been recommended for grant, conditions would have been attached to require sample materials to be submitted and approved before works commence.
- 6.4.10 Paragraph 4.13 of the adopted SPD states that building forecourts make a particularly important contribution to streetside greenness and the leafy, suburban character in Harrow's residential areas.
- 6.4.11 The Council's Landscape Architect has commented that the removal to that extent of green landscaping is not encouraged, although it is acknowledged that this is partly for disabled parking spaces and is partly mitigated by the remaining tree coverage at the front of the site.
- 6.4.12 However, the majority of the new parking spaces are not for disabled use and while, for the mitigating reasons stated above, this would not represent a reason for refusal in itself, the loss of green landscaping is indicative of an overdevelopment of the site.
- 6.4.13 There would be an increase in the number of wheeled bins required due to the presence of the new flats. Paragraph 4.50 of the adopted Residential Design Guide SPD states that: the design and layout of residential development must provide satisfactory arrangements for the storage and collection of recycling and waste. Objections have been made by neighbours that the provision would not be sufficient. The proposed plans 5 x 1 s q m refuse bins located to the side of each building which would provide sufficient refuse storage space in accordance with the Code of Practice for Refuse Disposal (2008).

6.4.14 The submitted Design and Access Statement states that the controlled vehicular access would have controlled barrier access for entrance of refuse vehicles. This is considered acceptable, although had the application been recommended for grant, further details would be required providing information about this system.

## 6.5 Residential Amenity - Neighbouring Occupiers

6.5.1 Policies DM1 seeks to “ensure that the amenity and privacy of occupiers of existing and proposed dwellings are safeguarded.” A number of objection letters have been received from nearby neighbours stating that the proposal would result in the loss of amenity due to a number of reasons, primarily loss of light and outlook, loss of privacy and noise, disturbance etc. Those that are material planning considerations will be addressed below. It is not considered that the new lift, front porches or other alterations would harm neighbouring or future occupier amenity and so this section will address the impact of the additional floors only. Traffic and parking issues will be addressed in a separate section of the report.

6.5.2 An objection has been made that new balconies could result in a loss of amenity to neighbouring occupiers through noise, etc. however, there are existing balconies on the site and the distance of the balconies to nearby neighbouring houses would not be considered unacceptably short.

6.5.3 Neighbours to North/North-East at Imperial Drive: The northernmost of the three buildings on site, which contains No. 35-45 Imperial Drive is located directly adjacent to the rear garden of neighbour's residential units at No's 33a and 33b Elm Drive. The full height of the building would be increased from 10.70m to 14.40m. The top floor would be set back from the main flank wall. However, the overall impact of the proposal would be excessively overbearing on these nearby neighbours and would result in an unacceptable loss of light and outlook.

6.5.4 There would be a bedroom window on the third floor of the northern most block which would have its only window facing towards these neighbours. Furthermore the top floor terrace would allow overlooking to these neighbours. The impact would be an unacceptable degree of overlooking and loss of privacy to the rear gardens and rear habitable rooms of these houses, contrary to policy DM1 of the Harrow Development Management Policies Local Plan (2013).

6.5.5 Neighbours to North-East at Elm Drive: There have been a number of objections from neighbours in this street. The nearest of these neighbours is No. 2 Elm Drive with, the rear of the building on site at No. 35-45 approximately 17-18m from this neighbour. While it is acknowledged that there may be some loss of light and outlook to this neighbour especially since the proposal site is to the south-west of this neighbour, due to the distance from the building to the rear garden, of this neighbour and the existing relationship between the two buildings, this would not be sufficient to constitute an unacceptable degree of loss of light or outlook. This would also apply to neighbours further away along Elm Drive.

6.5.6 In terms of privacy and overlooking, there would be no rooms facing in this direction on the new third floor that would constitute habitable rooms, with only 1 bedroom on the fourth floor facing in this direction. Due to the orientation, this top floor bedroom

would be 20m from the rear boundary of these neighbours. The main living room windows would be facing in the other direction and only a small part of the terrace, which would be the furthest part of the building from this boundary would be facing towards Elm Drive. Therefore the impact would be acceptable in terms of overlooking and privacy in accordance with policy DM1.

- 6.5.7 Neighbours to East/South-East Parkthorne Drive: There have been a number of objections from neighbours in this street. The gardens of neighbouring houses to the rear along Parkthorne Drive would be located a minimum of 12 m from the blocks on the application site, with the blocks angling away from these neighbours and so the distance is generally greater than this. Therefore while there may be some loss of light and outlook to these neighbours, this would be limited by this distance and the existing relationship between the buildings. Furthermore, the orientation is such that loss of sunlight would be limited to the later part of the day.
- 6.5.8 As with the neighbours on Elm Drive, the loss of privacy would be limited by the fact that only one of the habitable rooms faces this neighbouring street on each block and these would be the furthest distance from the boundaries at a minimum of 20 metres. Therefore the relationship would be acceptable in terms of overlooking and loss of privacy in accordance with policy DM1 of the Harrow Development Management Policies Local Plan (2013).
- 6.5.9 Neighbours to West at Imperial Drive: The blocks onsite are a minimum distance of 37m from the houses on the opposite side of Imperial Drive. This would be a sufficient distance to ensure that there would not be an unacceptably harmful impact on the occupiers of these houses in terms of loss privacy and overlooking or a loss of light and outlook, in accordance with policy DM1 of the Harrow Development Management Policies Local Plan (2013).

## 6.6 Residential Amenity – Future Occupiers

- 6.6.1 The submitted drawings indicated that the new flats are 3 bedroom 6 person units, which would require a Gross Internal Floor Area (GIA) of 95 sq m. The flats on the third floor would measure 85 sq m if the external storage area is excluded (it is not clear to whom these are allocated). In terms of building storage 2.50 sq m has been allocated per unit, which would meet the required standards. The upper floor unit would measure approximately 82 sq m which would also fall short of the space requirements and it does not provide any purpose built storage which is not acceptable.
- 6.6.2 The stacking arrangements would place habitable rooms above similar and the same would apply with the non-habitable rooms which would be acceptable. The submitted sections show that the floor to ceiling height for the third floor flats would be 2.40m on the third floor while the current London Plan 2016 standards requirement is 2.50m. The upper floor flat has a pitched roof above and while part of this would have a floor to ceiling height of 2.50m and above, the application has failed to demonstrate that 75% of the unit would have a floor to ceiling height of above 2.50m which is a requirement of the London Plan (2016). These shortfalls are indicative of over-intensive development of the building.

6.6.3 Outdoor amenity space is a requirement of the Mayor of London Housing Standards and the balconies should measure a minimum of 5 sq m for a 2 person dwelling and an extra 1 sq m for each additional occupant. For 6 persons then, this should measure 9 sq m and requires a depth of 1500mm. The area of the balconies at 2.70 sq m with a depth of 86cm would fall well short of this requirement. While it is acknowledged that this change was made to overcome character concerns, this does not allow such a shortfall in required amenity space and therefore the proposed balconies would be unacceptable in terms of future occupier amenity.

## 6.7 Traffic and Parking

6.7.1 Policy DM42 relates to parking standards and states that the number of car parking spaces and cycle spaces should meet London Plan (2016) standards. There are currently 15 car parking spaces in an un-delineated communal car park area to the south of the site according to the Design and Access Statement.

6.7.2 The number of cycle parking spaces to be provided is 60 which would be sufficient to meet the requirements of 2 spaces per unit. In terms of car parking spaces, the maximum number allowed by Table 6.3 of the London Plan (2016) would be up to 1.5 per unit for a 3 bed unit. The proposal would provide 32 parking spaces for the 27 x 3 bedroom units and so would meet this requirement. While the policy does require 1 motorcycle/scooter parking space per 20 car parking spaces for all developments with more than 10 car parking spaces, there is sufficient space on site to provide this and had other issues been acceptable this could have been conditioned and so would not represent a reason for refusal in itself. The width of the disabled spaces at 3600mm is sufficient.

6.7.3 Policy DM 42 goes on to state that proposals that would result in significant on street parking problems or prejudice highway safety should be resisted. Policy DM43 addresses travel plans and transport assessments and states that proposals that fail to satisfactorily mitigate the transport impacts of development will be resisted.

6.7.4 A number of objections have been made by neighbours that the proposal would result in unacceptable pressure on parking spaces in the nearby area. However, the new proposal would provide a higher ratio of parking spaces than the current situation. The Highways Authority has not objected in regard to pressure on parking on nearby streets.

6.7.5 However, the proposal also includes a proposal for a one way system for future vehicle use that would require vehicles to enter from the north along Elm Drive and exiting on The Ridgeway close to the junction with Imperial Drive. The Highways Authority has stated that this would be an unacceptable situation as this is a busy junction that also serves as a bus lane and so the additional traffic created by the increased parking capacity and the one way system would put unacceptable strain on the existing road network. This one way system is mentioned the Design and Access Statement and indicated on the submitted plan MCA338/106. However, no traffic or transport plan has been submitted to address these issues and this would result in unacceptable prejudice to highway safety and is considered unacceptable, contrary to policies DM42 and DM43 of the Development Management Policies Local Plan (2013).

## 6.8 Accessibility

- 6.8.1 Core Policy CS1.K of the Harrow Core Strategy and Policies 3.8, 7.1 and 7.2 of The London Plan (2016) require all new housing to be built to Lifetime Homes Standards. This has been replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'.
- 6.8.2 The proposal provides disabled parking spaces and a lift to upper floor which is an improvement to the current situation. Had the proposal been otherwise acceptable, a condition has been attached to ensure that the proposed dwellings will meet regulation M4 (2) as far as possible and this must be demonstrated before works commence.

## 7.0 CONCLUSION AND REASONS FOR REFUSAL

- 7.1 Although the scheme offers welcome regeneration of an existing residential complex, by reason of its excessive height and inappropriate design it would result in harm to the character of the original buildings, the surrounding area and neighbouring amenity contrary to policies 7.4B and 7.6B of The London Plan (2016), policy CS 1 B of the Harrow Core Strategy (2012), policy DM 1 of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).
- 7.2 Furthermore, the inadequate residential space proposed would be harmful to the amenity of future occupier, contrary to policy 7.6B of The London Plan (2016), the Mayor of London Housing Guide SPG (2016), policy DM1 of the Development Management Policies Local Plan (2013), and adopted Supplementary Planning Document: Residential Design Guide (2010).
- 7.3 Finally the transport arrangements, specifically the one way system, would increase traffic flow on the site and would be likely to increase traffic and parking stress on the surrounding network to the detriment of highway safety and convenience, contrary to Policies DM42 and DM43 of the Development Management Policies Local Plan (2013).

## APPENDIX 1: CONDITIONS AND INFORMATIVES

### Informatives

#### 1 Policies

The following policies are relevant to this decision:

##### **National Planning Policy Framework (2012)**

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

3.5 Quality and Design of Housing Developments

3.8 Housing Choice

6.9 Cycling

6.13 Parking

7.2 An Inclusive Environment

7.3 Designing Out Crime

7.4 Local Character

7.6 Architecture

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

CS1.B Local Character

CS1.K Lifetime Homes

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

DM1 Achieving a High Standard of Development

DM2 Achieving Lifetime Neighbourhoods

DM42 Parking Standards

DM 43 Travel Assessments and Transport Plans

DM45 Waste Management

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

Mayor of London Housing Supplementary Planning Guidance (2016)

Residential Design Guide Supplementary Planning Document (2010)

Accessible Homes Supplementary Planning Document (2010)

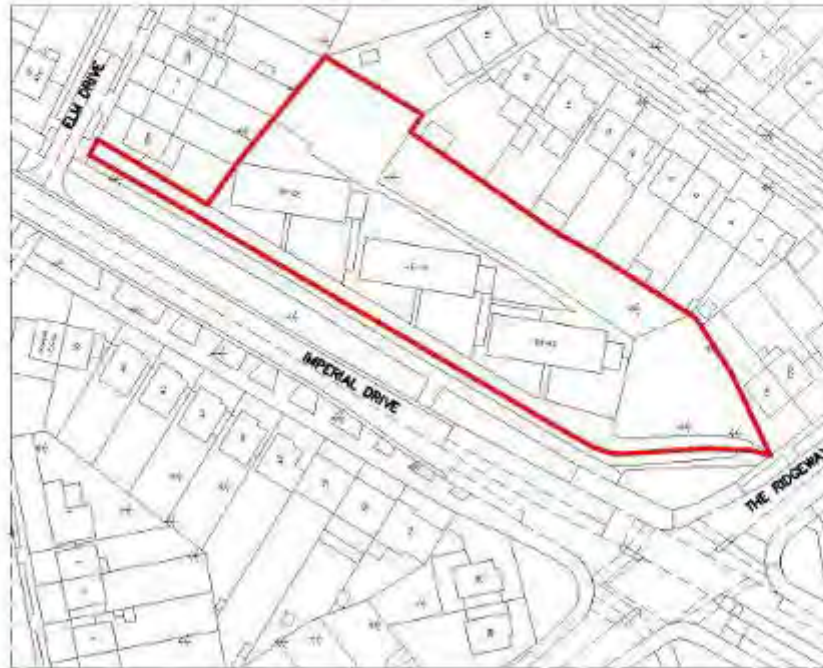
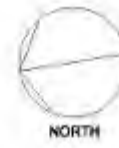
Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008)

Building Regulations 2010 M4 (2) Category 2: Accessible and Adaptable Dwellings

#### 2 Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. The application was not in accordance with the advice given at the pre-application stage.

# APPENDIX 2: SITE PLAN

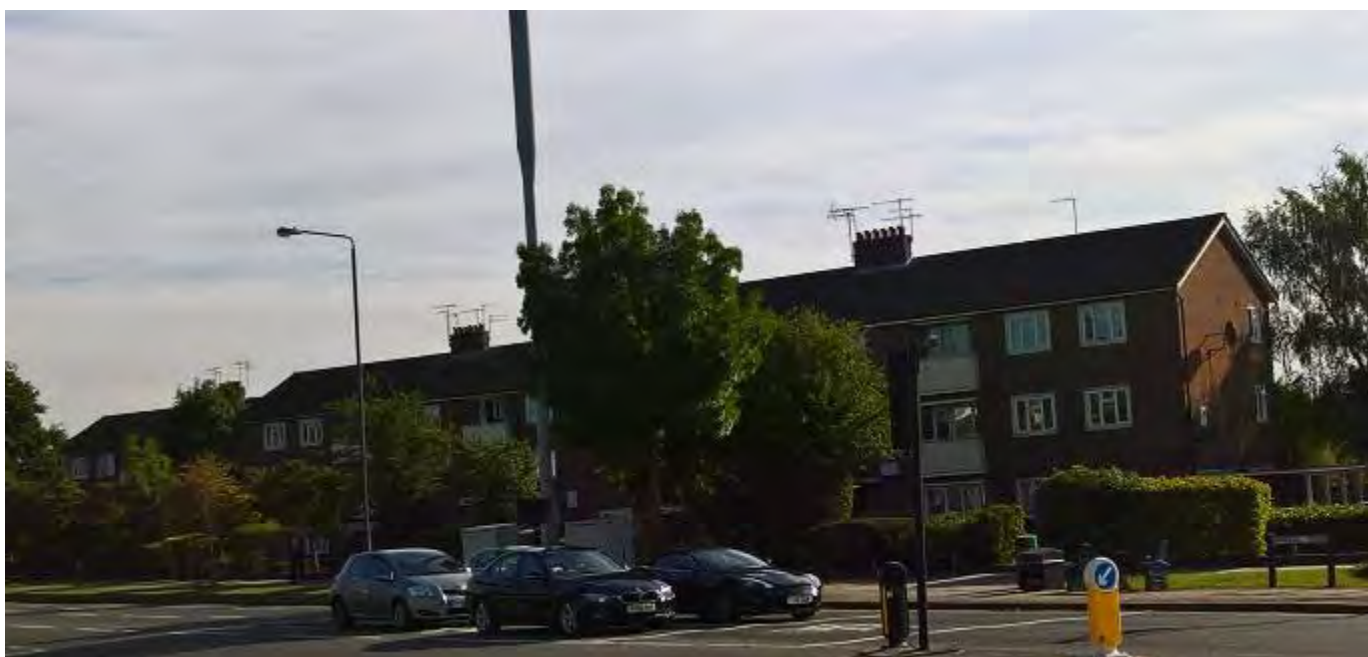


SITE BOUNDARY      35-69 IMPERIAL DRIVE, HARROW, MIDDLESEX

<b>MADHU CHHIPA ASSOCIATES</b> Architects & Designers 105 THE LODGEWAY, NORTH LIVERLOW MIDDLESEX, HA2 7DE Tel: 07847 80486 e-mail: madhu@madhipa.com	Rev.      Revision A      SCALE BAR AND NORTH POINT ADDED 14.09.2016	Project      Proposed 3rd & 4th Floor Extension to 3 no. Blocks of Flats at 35-45, 47-57 & 59-69 Imperial Drive Harrow      Drawing Title <b>Location PLAN</b>	Drawing No. <b>MCA338 / 100</b> Revision <b>A</b>
	Scale      1:1250 @ A4      Drawn      MC Date      APRIL 2016      Checked	DO NOT SCALE - THIS DRAWING IS COPYRIGHT ©	

SCALE BAR 1:1250

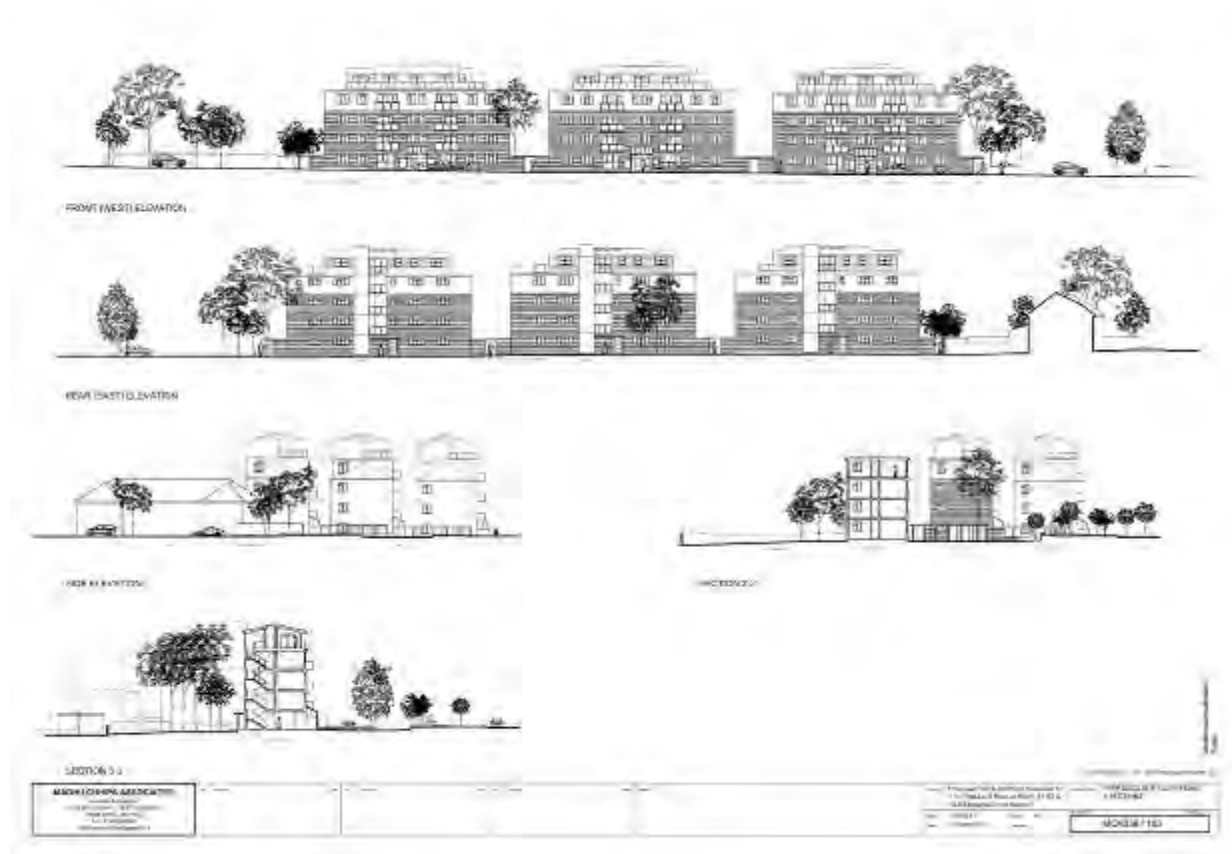
**APPENDIX 3: SITE PHOTOGRAPHS**







# Appendix 4 – Plans and Elevations





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