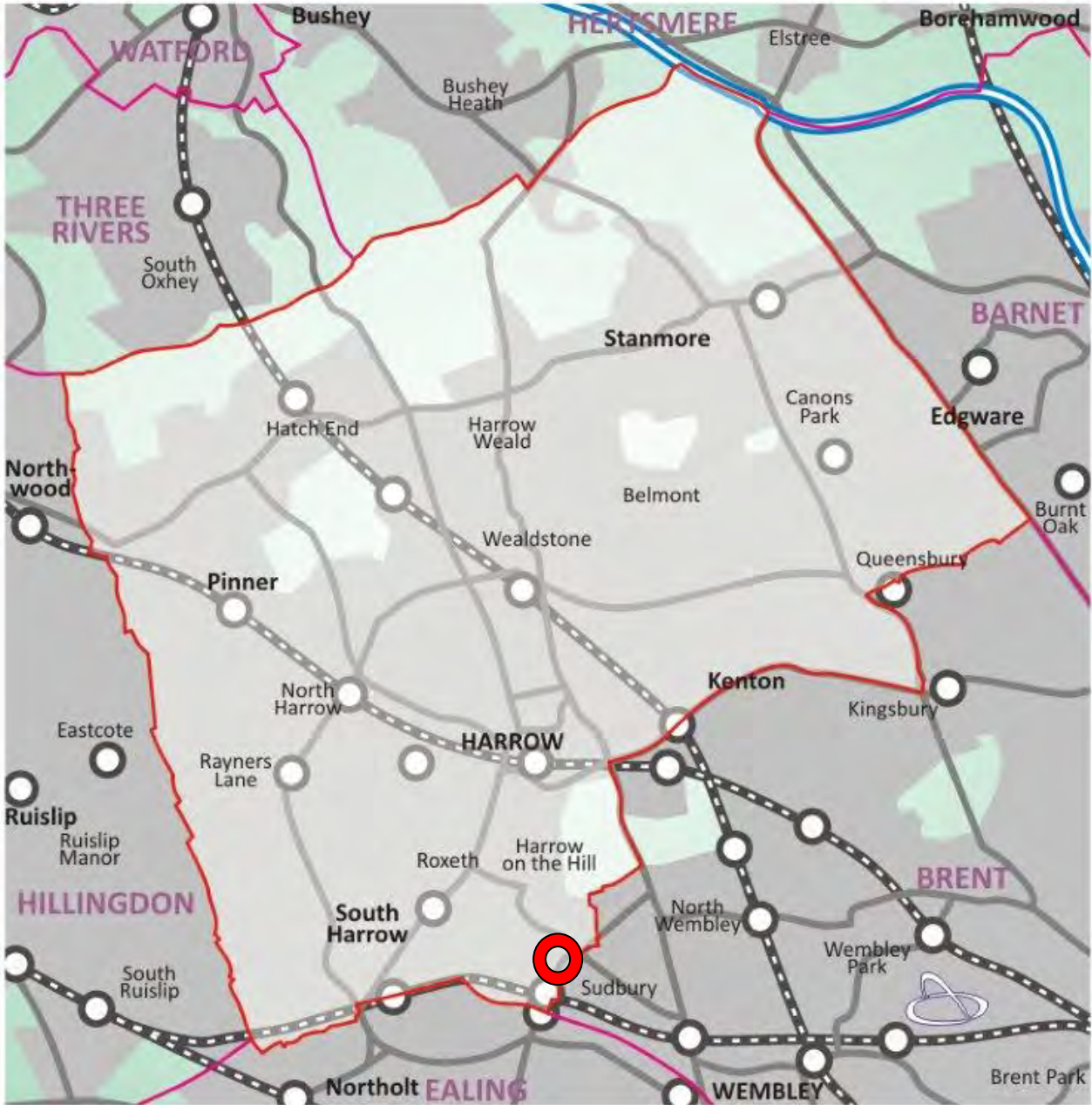
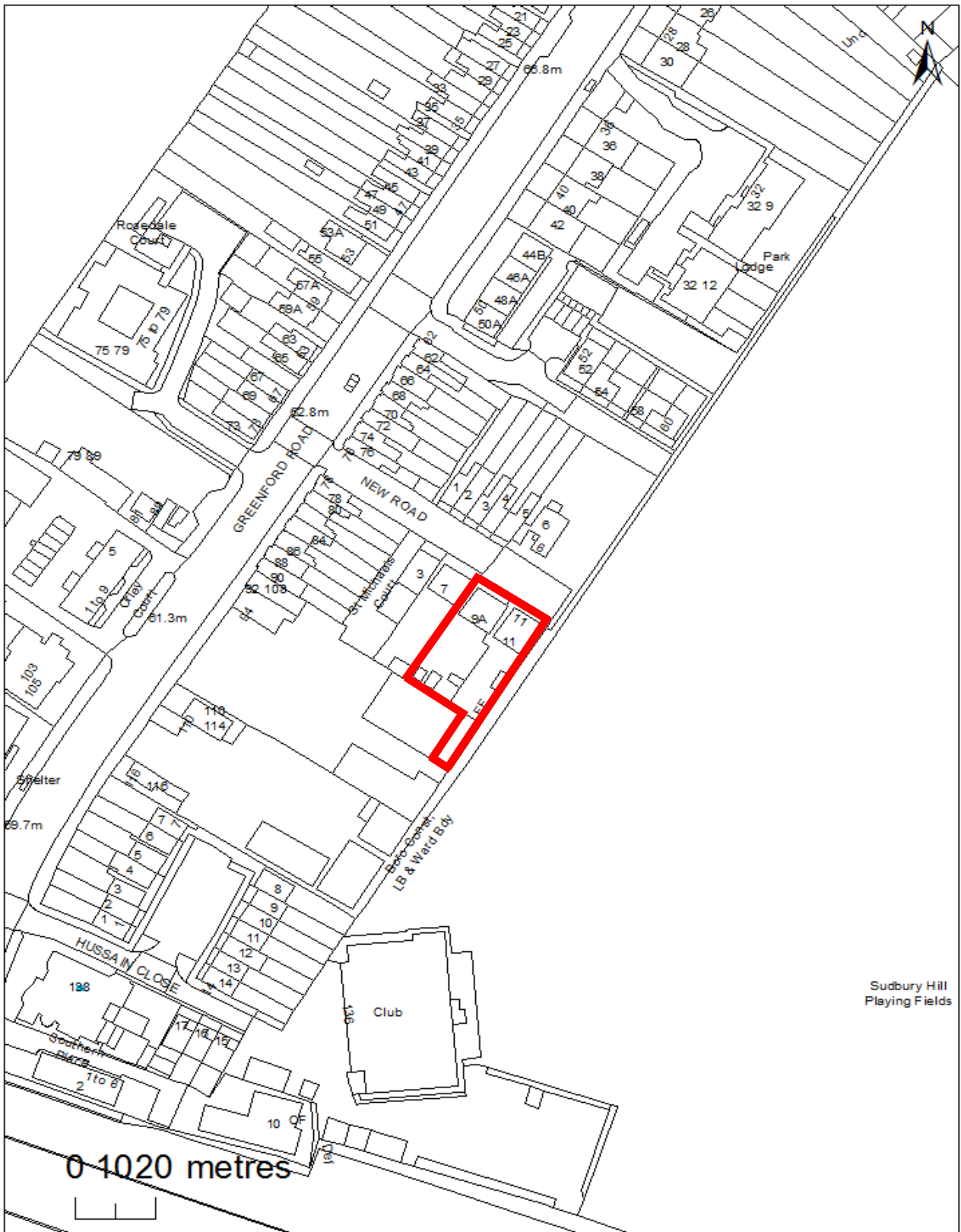


 = application site



<b>9 &amp; 11 New Road, Harrow</b>	<b>P/5803/16</b>
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**9 & 11 New Road, Harrow** **P/5803/16**

# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

22<sup>nd</sup> March 2017

APPLICATION NUMBER: P/5803/16  
VALIDATE DATE: 9<sup>TH</sup> JANUARY 2017  
LOCATION: 9 & 11 NEW ROAD, SUDBURY HILL, HARROW  
WARD: HARROW ON THE HILL  
POSTCODE: HA1 3QJ  
APPLICANT: HOWATH HOMES  
AGENT: PROGRESS PLANNING  
CASE OFFICER: GRAHAM MANSFIELD  
EXPIRY DATE: 16<sup>TH</sup> FEBRUARY 2017

### **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.

Redevelopment to provide a two storey terrace of four houses habitable roofspace including rear dormers; associated parking, landscaping and hardstanding.

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 RECOMMENDATIONS**

The proposed scheme seeks to provide 4 residential units. The proposed residential units would contribute to a strategically important part of the housing stock of the Borough, in accordance with paragraph 3.55 of the London Plan (2016). Furthermore, the proposed development would have a satisfactory impact on the character of the area, the amenities of existing neighbouring occupiers and future occupiers of the development.

### **INFORMATION**

This application is reported to Planning Committee as the application results in the construction of more than two dwellings and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type: Minor/Other  
Council Interest: None  
GLA Community £3,698.80  
Infrastructure Levy (CIL)  
Contribution (provisional):  
Local CIL requirement: £11,624.80

## **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	9 & 11 New Road, Sudbury Hill, Harrow, HA1 3QJ
Applicant	Howarth Homes
Ward	Harrow on the Hill
Local Plan allocation	N/A
Conservation Area	N/A
Listed Building	N/A
Setting of Listed Building	N/A
Building of Local Interest	N/A
Tree Preservation Order	N/A
Other	N/A

Housing		
Density	Proposed Density hr/ha	3.5
	Proposed Density u/ph	52
	PTAL	3
	London Plan Density Range	45-185 u/ha
Dwelling Mix	Studio (no. / %)	0
	1 bed ( no. / %)	0
	2 bed ( no. / %)	0
	3 bed ( no. / %)	12 – 100%
	4 bed ( no. / %)	0
	Overall % of Affordable Housing	N/A
	Comply with London Housing SPG?	Yes
	Comply with M4(2) of Building Regulations?	Condition attached

<b>Transportation</b>		
Car parking	No. Existing Car Parking spaces	2
	No. Proposed Car Parking spaces	6 (including 2 disabled spaces)
	Proposed Parking Ratio	
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	1 space per dwelling
	Cycle Parking Ratio	1:1
Public Transport	PTAL Rating	3
	Closest Rail Station / Distance (m)	Sudbury Hill Harrow (Chiltern Railways) 190m Sudbury Hill (Piccadilly Line) 370m
	Bus Routes	Greenford Road – 85m Routes; 92; H17
Parking Controls	Controlled Parking Zone?	N/A
	CPZ Hours	N/A
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	Private Road
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	As Existing

<b>Sustainability / Energy</b>	
BREEAM Rating	N/A
Development complies with Part L 2013?	Yes
Renewable Energy Source / %	0%

## **PART 2: Assessment**

### **1.0 SITE DESCRIPTION**

- 1.1 This application relates to two properties located at the south-eastern end of New Road (no 9 & 11), currently occupied by two-storey detached dwellings.
- 1.2 The existing dwellings on site consist of two-storey single family homes, with garages to one side of a 1930's/1940's character.
- 1.3 The application sites include generous rear gardens with mature vegetation to all boundaries.
- 1.4 No. 7 New Road to the south west is of a similar style to number 9 New Road and has an attached garage adjacent to the common boundary with no. 9
- 1.5 The rear boundary of no. 9 and 11 New Road adjoin the northern boundary of W. Hanson which is a builders merchants
- 1.6 There is a notable mixture of properties on New Road consisting of the 1980's style purpose built flats known as St. Michael's Court, and properties opposite which include a Victorian terrace (no's 1 to 5 New Road) and a metroland style detached bungalow (no. 6 New Road).
- 1.7 The south eastern boundary of the site adjoins Sudbury Hill Playing Fields which is designated as Metropolitan Open Land within the London Borough of Brent.
- 1.8 New Road is a private, un-adopted road which is accessed via Greenford Road.
- 1.9 The property is not located within a conservation area or the setting of a listed building.

### **2.0 PROPOSAL**

- 2.1 It is proposed to demolish the existing detached properties at no's 9 and 11 New Road and construct a two storey building which would consist of a terraced dwelling accommodating four separate dwellings.
- 2.2 The proposed terrace would be in a Victorian style with end gable roofs and would feature rear dormers to accommodate habitable roofspace. The maximum height of the proposed building would be 9.0m.
- 2.3 It is proposed to provide parking to the front of the proposed terrace and as result the front building line of the proposed development would be sited 2.5m further back than the existing building lines.
- 2.4 The dimensions of the proposed terraced development would be approximately 19.0m in width and 11.2m in depth adjacent to the common boundary with no. 7

New Road. There would be a separation distance of approx. 1.3m to the common boundary with no. 7.

- 2.5 Each dwelling would be capable of accommodating three bedrooms with an occupancy of six people
- 2.6 It is proposed to provide rear amenity space for each dwelling which would have access to the rear and the provision of cycle and refuse storage.

### **3.0 RELEVANT PLANNING HISTORY**

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

3.1.2 P/2006/16;

Redevelopment to provide a two storey building with habitable roofspace for 8 flats; solar panels on roof new boundary treatment parking landscaping and bin / cycle storage

Refused: 23/06/2016

Reasons for Refusal:

*1. The proposed development by reason of its massing, scale, bulk and poor architectural design rationale, would constitute an incongruous development that would have a prominent presence within the site and streetscene that would fail to accord with the prevailing pattern of development within the immediate vicinity which consists of modest low rise development. The proposed development would therefore be harmful to the character and appearance of the streetscene and visual amenities of the area contrary to London Plan (2015) policies 7.4, and 7.6, policy DM1 of the Harrow Development Management Plan (2013) and the Residential Design Guide SPD (2010).*

*2. The proposed development, by reason of the introduction of the car parking at the rear would be out of character with the prevailing pattern of development within the area, and would introduce an unacceptable balance between hard and soft landscaping within the rear garden area therefore failing to provide a high quality provision of outdoor amenity space for future occupiers of the development. The development therefore fails to accord with London Plan (2015) policies 7.4, and 7.6, policies DM1 and DM27 of the Harrow Development Management Plan (2013) and the Residential Design Guide SPD (2010).*

*3. The proposed development, by reason of the introduction of car parking to the rear of the site, would result in unreasonable levels of disturbance to the adjoining occupiers at No. 7 New Road, by the increase comings and goings to the site and within the rear of the application site. Furthermore, the proposed development, by reason of its excessive bulk and reward projection in close proximity to the common boundary would result in an overbearing impact and loss of outlook which would unacceptably harm the amenities of the occupiers of this neighbouring dwellinghouse contrary to London Plan (2015) policies 7.4, and 7.6 policy DM1 of the Harrow Development Management Plan (2013) and the Residential Design Guide SPD (2010).*



4. The proposed development, would give rise to unfettered parking within the highway to the detriment of the safety and free flow of traffic on New Road and furthermore be harmful to the residential amenities of existing occupiers of New Road, contrary to London Plan (2015) policy 6.9, policies DM1, DM2 and DM42 of the Harrow Development Management Plan (2013) and the Residential Design Guide SPD (2010).

#### 4.0 **CONSULTATION**

4.1 A total of 20 consultation letters were sent to neighbouring properties regarding this application.

4.2 The overall public consultation period expired on 7<sup>th</sup> March 2017; any further responses would be updated by means of an addendum.

#### 4.3 Adjoining Properties

Number of letters Sent	27
Number of Responses Received	9
Number in Support	0
Number of Objections	9
Number of other Representations (neither objecting or supporting)	0

4.4 7 objections were received from adjoining residents.

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

<b>Comments Objecting to the Proposal</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
<b>Principles</b>	Proposal does not address the need for extra housing	Noted; this is addressed in section 6.3 of the report below.
<b>Character of the Area</b>	Proposal for 4 houses is too much for New Road/out of scale for New Road  The majority of properties on New Road are small cottage types	Noted, character assessment is covered in section 6.4 of the report.  The proposed dwellings would reflect the character of the properties at 1-5 New Road. The character assessment is covered in

		section 6.4 of the report.
<b>Future Occupiers</b>	The proposed development consist of 8 units	Noted; the proposal is for 4 units and the space standards are assessed in section
<b>Highways and Parking</b>	Concerns in relation to parking spaces and impact on surrounding road  Concerns in relation to traffic on New Road  Concerns in relation to contractor vehicles and potential damage	These issues are covered in section 6.7 of the report  These issues are addressed in section 6.7 of the report  Noted; A condition requiring the submission of a construction management plan is attached in section --- of the report
<b>Other issues</b>	Concerns regarding the impact on the private road  Concerns regarding upkeep and state of New Road  Reference to traffic accidents and pollution	Noted, these concerns are outside the remit of material planning considerations  Noted; the road is not adopted and therefore these issues cannot be controlled by Harrow Council  Noted; this is not a material planning consideration.

#### 4.6 Statutory and Non Statutory Consultation

4.7 The following consultations have been undertaken:

LBH Highways
LBH Landscape Architects
LBH Waste Officer
LBH Drainage
London Borough of Brent
Pebwatch

#### 4.8 Internal & External Consultation

4.9 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	No objections, subject to conditions	Noted
LBH Drainage	No objections	Noted
LBH Landscape Architect	No objections	Noted
London Borough of Brent	No Response	Noted
Pebwatch	No Repsonse	Noted

### **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.

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

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

### **6.0 ASSESSMENT**

6.1 The main issues are;

Principle of the Development  
Regeneration  
Character of the Area  
Residential Amenity for Future Occupiers  
Residential Amenity (Neighbouring Residents)  
Traffic and Parking  
Drainage

## 6.2 Principle of Development

- 6.2.1 National Planning Policy Framework (2012) advises at paragraph 58 that planning policies and decisions should aim to ensure that developments should optimise the potential of the site to accommodate development and respond to local character and history and reflect the identity of local surroundings and materials.
- 6.2.2 The London Plan (2016) policies 7.4B and 7.6B set out the design principles that all boroughs should seek to ensure for all development proposals. The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. The London Plan (2015) policy 7.6B states, inter alia, that all development proposals should; be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion composition, scale and orientation.
- 6.2.3 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.’
- 6.2.4 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, or which are detrimental to local character and appearance, will be resisted.”
- 6.2.5 The proposed development would result in the redevelopment of the properties known as no’s 9 and 11 New Road. It would result in the two separate residential units being demolished and replaced with four separate residential units. Given that the site would remain in a residential use, it is considered that the principle of such a development would be acceptable. However, to be considered an appropriate development, all other aspects must be considered as explored further in the report below.

### 6.2.13 Affordable Housing

The proposal to introduce 4 residential units to the site would be below the 10 unit threshold and as such would not trigger the requirement to provide any element of affordable housing.

### 6.2.14 Housing Mix

Policy DM24 (Housing Mix) of the Development Management Policies Local Plan document supports proposals that secure an appropriate mix of housing on the site. The development proposed here would contribute towards the housing stock and increase the choice of housing in the Borough and the

opportunity area and would therefore find some support in policies 3.5 and 3.8 of The London Plan (2016).

- 6.2.15 London Plan and Local Plan policies on housing development must be viewed in the context of the forecast growth across London and Harrow's spatial strategy for managing growth locally over the plan period to 2026. The proposal's 4 home contribution to housing supply ensures that this site makes an appropriate contribution to the Borough's housing need over the plan period to 2026.
- 6.2.16 The application site area is 0.08 hectares and it has a public transport accessibility level (PTAL) score of 3 indicating a good level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a suburban setting. The proposal, taken as a whole, equates to a density of 30 units per hectare and of 107 habitable rooms per hectare. The densities fall well above the overall matrix ranges for a suburban setting sites with a PTAL 3. However, as noted above, the matrix is only the starting point for considering the density of development proposals.
- 6.2.17 However, notwithstanding the above, it is considered that the number of units for the site would be appropriate for this location and further the proposal would comply with the other material considerations and these are discussed further in the report below.

### 6.3 Regeneration

- 6.3.1 Objections have been received in relation to the need for two additional dwellinghouse at the application site. It is considered that the proposed development would generate additional housing stock within the Borough. Furthermore, the proposed development aid in the regeneration of the Borough as it would 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.

### 6.4 Character 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 existing spaces and streets in orientation, scale, proportion and mass.
- 6.4.2 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.
- 6.4.3 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 should be resisted.

- 6.4.4 New Road is made up of 9 dwellinghouses and a building containing purpose built flats (St. Michael's Court). The architectural style of the area is mixed with the surrounding area including traditional detached / semi-detached dwellings at the south-eastern end and a row of small cottages on the northern side of the road. The properties include a maximum building height of two-storeys with pitched roofs. While there is some presence of render within the existing buildings, the use of brickwork is predominant.
- 6.4.5 Objections have been received in relation to the scale of the proposed development. The size of the proposed building would be occupy a similar foot print to the existing detached houses at 9 and 11 New Road. The proposed building would be of a terraced design similar to that at 1-5 New Road opposite. The height of the proposed terraced building would be approx. 9.0m which would be 0.5m above that of the neighbouring property at no. 7 New Road
- 6.4.6 Paragraph 4.14 states that the scale and massing of a building relates to its physical dimensions, comprising width, depth and roof profile. The SPD goes on to state that new development should recognize the scale and massing of surrounding buildings and reflect these where they are a positive attribute of the area's character.
- It is considered that the proposed height and massing of the terraced building would not be unduly tall and would harmonise with the surrounding buildings within the streetscene.
- 6.4.7 The adopted SPD also emphasises the importance of local character and design. Paragraph 4.7 and 4.8 states that local character is an important consideration and that built form and roof form are important elements of this.
- 6.4.8 The proposed terrace building would be of a suitable design reflecting the Victorian character of properties at 1-5 New Road, and those similar on the east side of Greenford Road. The proposed design is a relatively simple appearance but would provide a robust and cohesive finish to the building subject to appropriate detailing which will be secured by condition.
- 6.4.9 The applicant has indicated a simple palette of materials which is considered to be acceptable in principle. However, these would need to be provided to include details of all external materials, which would include bricks, roof tiles, windows, door, reveals and rainwater goods to ensure a sympathetic finish.
- 6.4.10 Overall, it is considered that the proposed terrace would be of a proportionate and appropriate scale for the surrounding streetscene. Furthermore, the current proposal would successfully address concerns in relation to the previously refused application under reference P/2006/16 in terms bulk, scale, massing and architectural design.
- 6.4.11 In addition to the above, no. 11 New Road adjoins the common boundary with land designated as Metropolitan Open Land. DM 16 of the Harrow Council

DMP is in place to maintain the openness of the Metropolitan Open Land. It is considered that the replacement of no.11 New Road with a terraced dwellinghouse would not be demonstrably worse than the existing situation in terms of impacts on Metropolitan Open Land.

#### 6.4.12 Landscaping

The existing two properties have a mixture of hard and soft landscaping to the front with the rear gardens made of soft landscaping with mature vegetation. The proposed redevelopment of the site would consist of a mixture of hard surface for parking and soft planting. Whilst the rear gardens would be laid out as four separate soft landscaped amenity spaces.

6.4.13 The Council's Landscape architect has not raised objections to the proposals subject to a landscaping strategy including details of the materials of the hard and soft landscaping together with planting schedules. This information would be secured by a condition.

6.4.14 Subject to the conditions mentioned above, it is considered that the external appearance and design of the buildings together with the proposed landscaping scheme are consistent with the principles of good design as required by the National Planning Policy Framework (2012). The resultant development would be appropriate in its context and would comply with policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1(B) of the Harrow Core Strategy, policy DM1 of the Council's Development Management Policies Local Plan and the Council's adopted Supplementary Planning Document – Residential Design Guide (2010), which require a high standard of design and layout in all development proposals.

#### 6.5 Residential Amenity for Future Occupiers

6.5.1 London Plan Policy 3.5 *Quality and Design of Housing Developments* sets out a range of criteria for achieving good quality residential development. Part B of the policy deals with residential development at the neighbourhood scale; Part C addresses quality issues at the level of the individual dwelling.

6.5.2 Implementation of the policy is amplified by provisions within the Mayor's Housing SPG (2016). The amplification is extremely comprehensive and overlaps significantly with matters that are dealt with separately elsewhere in this report, particularly Lifetime Neighbourhoods. In response to a request for clarification about the detail internal arrangements of the proposed flats the applicant has advised that the development has been designed to accord with the London Housing Design Guide. Furthermore, the Housing Standards Minor Alterations to the London Plan have now been adopted as at March 2016. Where relevant these are addressed in the appraisal below.

6.5.3 The proposed development includes the following breakdown of residential units:

Plot	Type	Area (sq m)
1	3 bedroom, 6 persons	114
2	3 bedroom, 6 persons	121
3	3 bedroom, 6 persons	121
4	3 bedroom, 6 persons	114

6.5.4 The proposed dwellings in all instances exceed the required GIA for the occupancy levels proposed (i.e. three storey, 3 bed, 6 persons: 112sqm). Furthermore, the majority of the units demonstrate that a level of dedicated storage space for future occupiers which would accord with the minimum requirements for their respective occupancy levels. The proposed units are therefore considered to provide an adequate level of accommodation for future occupiers that would not be cramped or contrived.

6.5.5 The London Plan Housing Standards (March 2016) calls for a minimum floor to ceiling height of 2.5 metres across 75% of the GIA of a dwelling. The proposed plans (Sections) indicate that the proposal would achieve a floor to ceiling height of 2.5m for the majority of the floors. There would be a 0.05m shortfall for the proposed first floor. However, the shortfall here is considered to be minimal. Furthermore, the proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers.

#### 6.5.6 Daylight and Outlook

The SPG establishes no baseline standard for daylight or sunlight. Policy DM1 Achieving a High Standard of Development, in seeking a high standard of amenity for future occupiers of a development, has regard to the adequacy of light and outlook within buildings (habitable rooms and kitchens).

6.5.7 Policy DM1 requires proposals to achieve a high standard of amenity and sets out the considerations for the assessment of amenity, of which light within buildings is one. The weight to be attached to this consideration, within the context of the whole amenity that would be afforded to future occupiers of the development, is ultimately a question of judgement. There are a number of north facing units within the development. However, where possible dual aspect units have been incorporated. As such, it is considered that the affected units would receive a satisfactory level of daylight and sunlight.

6.5.8 It is considered that the proposed houses would have an acceptable amount of daylight and outlook with windows either facing towards the highway of New Road or to the rear garden areas.

As such, it is considered that the proposed accommodation would provide acceptable living conditions in this regard.

#### Amenity Space

6.5.9 Policy DM27 Amenity Space of the Development Management Policies Local Plan document states that the appropriate form and amount of amenity space



should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy

- 6.5.10 For private amenity space, the SPG requires a minimum of 5m<sup>2</sup> per 1-2 person dwelling and an extra 1m<sup>2</sup> for each additional occupant. The proposed private rear gardens would exceed these minimum dimensions. The proposed private amenity space for the four dwellings are considered to be functional and useable spaces. In terms of privacy, the proposed amenity space would be similar to the relationship that exists to the rear of properties on the southern side of New Road.
- 6.5.11 Accessibility
- 6.5.12 Policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan (2016) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.
- 6.5.13 While the above policies require compliance with Lifetime Home Standards, in October 2015 these standards were replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'. The proposed floor plans demonstrate that there would be level access for wheelchair users from the entrance. Furthermore, the applicants design and access statement highlights that the lifts, communal area and the proposed residential units have been designed to meet the Housing Supplementary Guidance and Building Regulations Part M (3).
- 6.5.13 Noting the above, the proposed development would be satisfactory in terms of accessibility, subject to a condition to ensure compliance with building regulations M4 (3)

## 6.6 Residential Amenity Neighbouring Occupiers

- 6.6.1 Policy 7.6B, subsection D, of The London Plan (2016) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 6.6.2 London Plan Policy 7.6 Architecture states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.

### Impact on 7 New Road

- 6.6.3 The proposed development would introduce an additional 2 residential units to the existing site. As such, the proposed development would result in a potential increase of 10 occupants which would materially increase the use profile of the existing site circumstances. However, given the mixed character of the surrounding area and also the location of the site in this busy suburban environment, it is considered that the proposed development would not

unacceptably exacerbate any existing levels of noise and disturbance experienced within the area. In this respect, any potential amenity impacts of the proposed development would be limited to the scale and siting of the proposed development.

#### Impact on 7 New Road

- 6.6.4 The north west flank wall of proposed terraced building would be located to the south east of no. 7 New Road. The proposed terraced building would have a front building line which would sit 1.2m behind that of no. 7.
- 6.6.5 The applicant has demonstrated that the proposed building would not interrupt a horizontal 45 degree splay from the adjacent rear corner of no. 7. However, it is noted that the eaves of the proposed building would marginally interrupt the 45 degree splay highlighted above.
- 6.6.6 It is considered that the small breach of the 45 degree code at eaves level would not be significant and would result in a satisfactory impact on the occupant of no. 7 New Road. Furthermore the flank walls of the proposed development would have a sense of separation from the adjacent habitable windows at no. 7 due to the attached garage at this property and the fact that the proposed terraced building would be set off the common boundary with no.7 by approx. 1.4m.
- 6.6.7 Overall, it is considered that the proposed terraced building would have a satisfactory impact on the occupants of no. 7 New Road in terms of outlook, overshadowing and daylight. The proposed north west flank elevation would have three windows in total facing the common boundary with no. 7. It is noted that these windows would serve bathrooms and WC and subject to a condition requiring these windows to consist of obscurely glazed windows would ensure the privacy of the occupancy of no. 7 is maintained.
- 6.6.8 In addition to the above, it is proposed to include rear dormers in the rear roof slope of each of the 4 four residential units. It is considered that any views from the dormer windows would not lead to undue impacts in terms of overlooking. As any views from these windows would be at oblique angles over neighbouring gardens.
- 6.6.9 There are no residential properties to the north east or south east of the application site as such there would be no undue impacts in terms of amenities on those common boundaries as result of the proposed development.
- 6.6.10 Accordingly, it is considered that the proposed development would not unacceptably harm the amenities of surrounding occupiers through a loss of light, privacy, overlooking or perception of overlooking and would therefore accord with the aims and objectives of policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1B of the Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Plan (2013), and the adopted SPD: Residential Design Guide (2010).

## 6.7 Traffic and Parking

- 6.7.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards.
- 6.7.2 Policies DM26 and DM42 of the DMP give advice that developments should make adequate provision for parking and safe access to and within the site and not lead to any material increase in substandard vehicular access.
- 6.7.3 A number of objections have been received in relation to parking and highways. The application site is located within an area with a PTAL (Public transport Accessibility Level) of 3, which is considered to be a good level of accessibility to public transport nodes and community facilities.
- 6.7.4 The proposal seeks to provide a parking space for each flat to the front of the proposed building. Two of which would be disabled parking spaces. The resultant parking ratio would be over a 1:1 for the whole development.
- 6.7.5 In addition to the above, secure and readily accessible cycle parking is provided, at one space per room, in line with the The London Plan (2016) requirements. This has been provided on site in the rear garden and is therefore considered acceptable.
- 6.7.6 Objections have also been received in relation to potential construction traffic and disturbance. The Council's Highway officers have not objected to the scheme in relation to the proposal in terms of traffic and parking. However, a condition has been attached requiring a construction method statement to be submitted and approved in writing by the local planning authority. Given the physical site constraints and the location of the site within a predominately residential area, a construction method and management plan would help minimise disruption to the local area.

## 6.8 Waste and Servicing

- 6.8.1 Waste storage would be provided to the rear of each of the four terraced dwellings. The waste collection would not differ to the existing system which exists for the properties on New Road.

6.8.2 A side from this a condition is attached to this permission which requires the bins to be stored away, except on days of rubbish collection.

## 6.9 Drainage

6.9.1 The site is identified as a critical drainage area of Harrow and is within a flood zone. As the proposed development would not lead to an increase in impermeable surface area, no issues would arise in this respect. The Council's Drainage officers have not objected to the application, but have suggested conditions to deal with on-site drainage and water attenuation.

6.9.2 Subject to the drainage conditions, the proposal would accord with the relevant policies in relation to surface water drainage and surface water attenuation.

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

7.1 The proposed scheme seeks to provide 4 residential units. The proposed residential units would contribute to a strategically important part of the housing stock of the Borough, in accordance with paragraph 3.55 of the London Plan (2016). Furthermore, the proposed development would have a satisfactory impact on the character of the area, the amenities of existing neighbouring occupiers and future occupiers of the development.

7.2 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 91 of the Town and Country Planning Act 1990.

#### 2 Approved Drawing and Documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Design & Access Statement; AAL-16-246-P01 Rev A; AAL-16-246-P02 Rev A; AAL-16-246-P03; AAL-16-246-P04 Rev A; AAL-16-246-P05 Rev A; AAL-16-246-P06; AAL-16-246-P07; AAL-16-246-P08; AAL-16-246-P09

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

#### 3 Refuse and Waste

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

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

#### 4 Accessibility

Plots 1 to 4, as indicated on plan number/s hereby approved shall be designed and constructed in accordance with Building Regulations Part M4 (2), evidence demonstrating compliance should be submitted to and approved in writing by the Local Planning Authority prior to occupation. The proposal shall be carried out in accordance with the approved drawings and retained thereafter.

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

#### 5 Surface Water Drainage and Attenuation

Notwithstanding the approved plans, prior to development beyond damp course proof level, details for a scheme for works for the disposal of surface water, surface water attenuation and storage works on site as a result of the approved development shall be submitted to the local planning authority to be approved in writing. The development shall be completed in accordance

with the approved details and shall thereafter be retained.

Reason: To ensure that adequate drainage facilities are provided.

## 6 Hard & Soft Landscaping

The development hereby permitted shall not be occupied until there has been submitted to, and approved by, the local planning authority, a scheme of hard and soft landscape works which shall include a details all boundaries treatments on the land. Details of the boundary treatments, shall be submitted and approved, and carried out in accordance with such approval, prior to any demolition or any other site works, and retained thereafter. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities.

Reason: To safeguard the appearance and character of the area, and to enhance the appearance of the development.

## 7 Planting

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building, 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.

## 8 Construction Method Statement

Notwithstanding the information submitted, no development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors
- ii) loading and unloading of plant and materials
- iii) storage of plant and materials used in constructing the development
- iv) measures to control the emission of dust and dirt during construction
- v) a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties on the site.

9 Window Detail

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

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

10 Materials

Notwithstanding the details shown on the approved plans, the development hereby permitted shall not proceed above ground floor damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below (but not limited to) have been submitted to, and approved in writing by, the local planning authority:

a: External appearance of the building

b: Refuse and cycle storage area

c: Boundary treatment

d: Ground treatment

The development shall be carried out 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.

11 Restrict Permitted Development

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 which would otherwise fall within Classes A, B, D, E and F in Part 1 of Schedule 2 to that Order shall be carried out on the dwellinghouses without the prior written permission of the local planning authority.

Reason: To safeguard the character and appearance of the area, and to restrict the amount of site coverage and size of dwelling in relation to the size of the plot and availability of and to safeguard the amenity of neighbouring residents.

## Informatives

### 1 Policies

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012)

The London Plan (2016):

2.13 Opportunity Areas and Intensification Areas

3.1 Ensuring Equal Life Chances for All

3.3 Increasing Housing Supply

3.4 Optimising Housing Potential

3.5 Quality and Design of Housing Developments

3.8 Housing Choice

3.9 Mixed and Balanced Communities

5.12 Flood Risk Management

5.13 Sustainable Drainage

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.10 Walking

6.12 Road Network Capacity

6.13 Parking

7.1 Building London's Neighbourhoods and Communities

7.2 In Inclusive Environment

7.3 Designing Out Crime

7.4 Local Character

7.5 Public Realm

7.6 Architecture

7.8 Heritage Assets and Archaeology

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development

DM2 Achieving Lifetime Neighbourhoods

M16 Maintaining the openness of the Green Belt & Metropolitan Open Land

DM42 Parking Standards

DM45 Waste Management

Supplementary Planning Documents

Mayors Supplementary Planning Guidance: Housing (2016)

Harrow Supplementary Planning Document: Residential Design Guide 2010

### 2 Pre-application engagement

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)

This decision has been taken in accordance with paragraphs 187-189 of The



National Planning Policy Framework. Harrow has a pre-application advice service and actively encourages applicants to use this service.

### 3 Mayoral CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £3,698.80 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority on commencement of development will be collecting the Mayoral Community Infrastructure Levy (CIL).

Your proposal is subject to a CIL Liability Notice indicating a levy of £3,698.80 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 105.68m<sup>2</sup>

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

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

### 4 Harrow CIL

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

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 Harrow CIL Liability for this development is: £11,624.80

### 5 Considerate Contractor Code Of Practice

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

## 6 Party Wall Act:

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

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

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

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

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

## 7 Compliance With Planning Conditions

**IMPORTANT:** Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

## 8 Sustainable Urban Drainage

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

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365. Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) 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.

#### 9 Liability For Damage To Highway

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

# APPENDIX 2: SITE PLAN

**NOTE**

THE DRAWING IS THE PROPERTY OF AMASIA ARCHITECTS (S) AND MAY NOT BE COPIED, ALTERED OR REPRODUCED IN ANY FORM OR PASSED TO A THIRD PARTY WITHOUT THE WRITTEN CONSENT OF AMASIA ARCHITECTS (S). DIMENSIONS SHOULD BE CHECKED AND VERIFIED ON SITE AND ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT. SEE FIGURES 8 AND 9 ONLY. SEE FIGURES 8 AND 9 ONLY. SEE FIGURES 8 AND 9 ONLY. SEE FIGURES 8 AND 9 ONLY. SEE FIGURES 8 AND 9 ONLY.



**BLOCK PLAN (Scale 1:500)**



**SITE LOCATION PLAN (Scale 1:1250)**



REV.	DESCRIPTION	ISSUED	DATE
<b>REVISIONS</b>			
<b>PROPOSALS</b>			
STAGE: <b>9 - 11 NEW ROAD HARROW</b>			
			
DATE:	ISSUED BY:	ISSUED BY:	DATE:
1-100	AI	AR	08-12-16
PROJECT TITLE: <b>LOCATION &amp; BLOCK PLAN</b>			
DRAWING NUMBER: <b>AAL-16-246-P03</b>			

**APPENDIX 3: SITE PHOTOGRAPHS**





Rear Garden of no.9



Rear Elevation of no. 9



Rear of no. 7



Rear of garage adjacent to boundary with no.9



Rear of no. 11





Rear elevations of no. 9 and 11



Rear outbuilding at no. 11

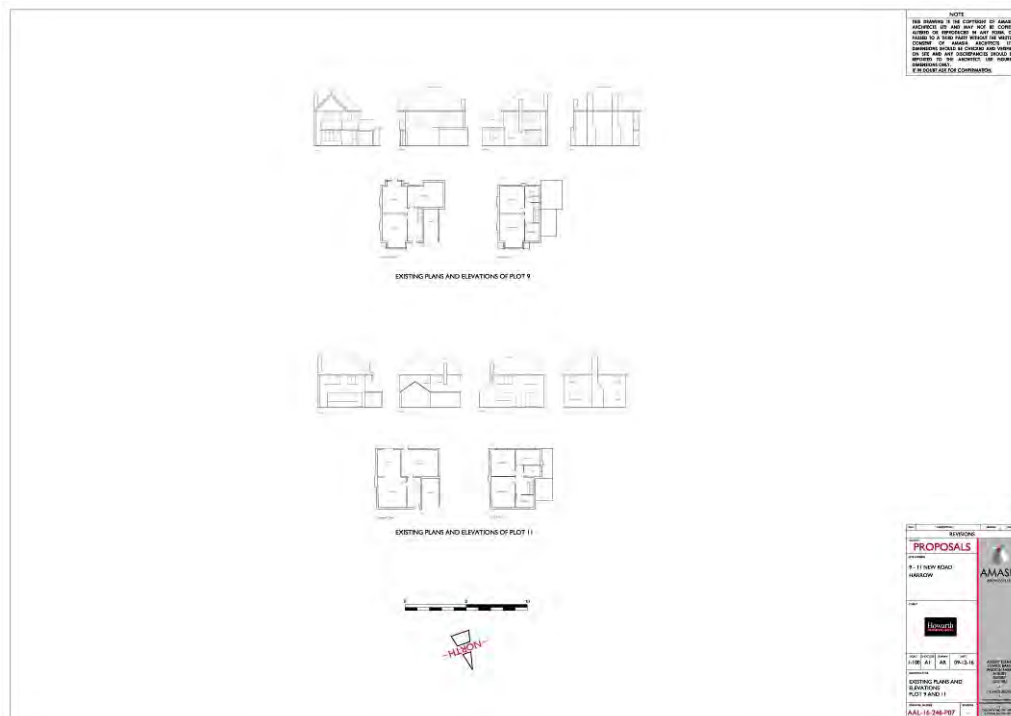


Eastern boundary of no. 11



End of New Road

# APPENDIX 4: PLANS AND ELEVATIONS



Existing



Proposed



Proposed site plan



Proposed floor plans

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