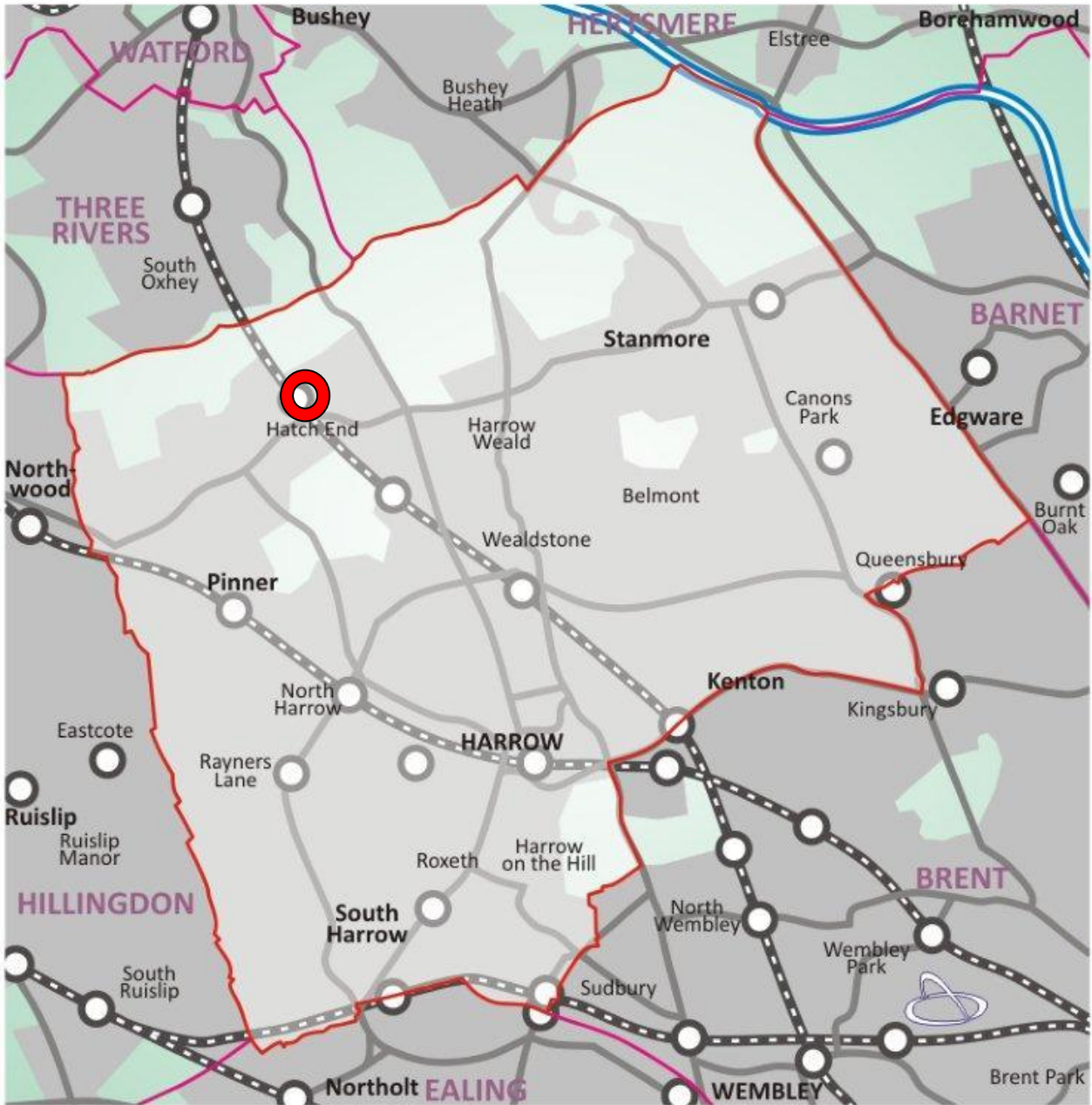
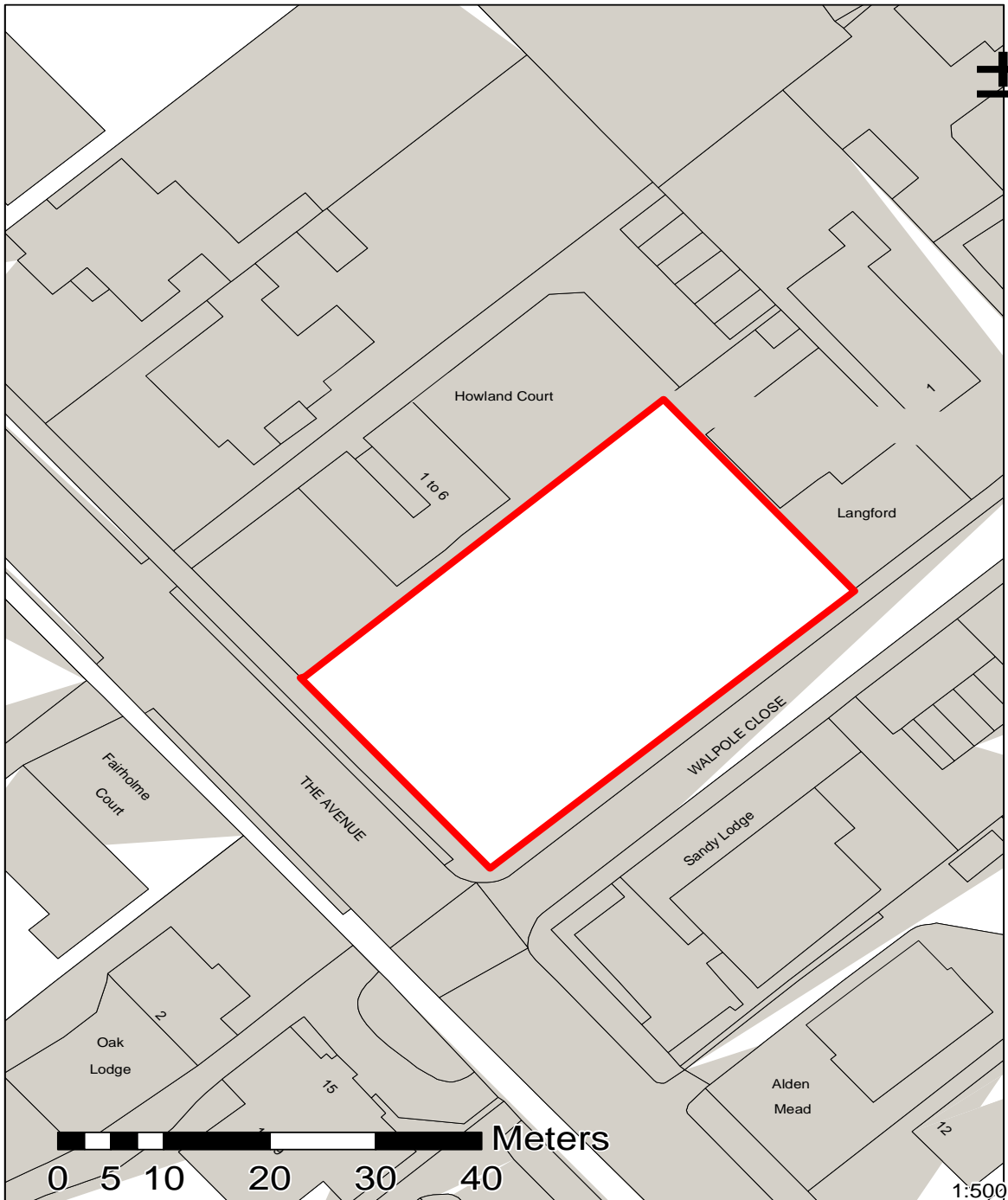


 = application site



| | |
|---------------------------------|------------------|
| 18 The Avenue, Hatch End | P/5524/17 |
|---------------------------------|------------------|

18 The Avenue Hatch End



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| 18 The Avenue, Hatch End | P/5524/17 |
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

21st February 2018

APPLICATION NUMBER: P/5524/17
VALIDATE DATE: 18/12/2017
LOCATION: 18 THE AVENUE, HATCH END. PINNER
WARD: HATCH END
POSTCODE: HA5 4ER
APPLICANT: SHANLY HOMES
AGENT: HGH PLANNING
CASE OFFICER: JUSTINE MAHANGA
EXPIRY DATE: 31/01/2018

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.

Demolish existing dwelling house and redevelopment to provide a three storey building accommodating nine flats; new pedestrian and vehicle access from Walpole Close; parking; landscaping; cycle and bin stores.

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 9 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). 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 proposed development creates more than two residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

| | |
|---|------------|
| Statutory Return Type: | Minor |
| Council Interest: | None |
| GLA Community Infrastructure Levy (CIL) Contribution (provisional): | £19,232.50 |
| Local CIL requirement: | £60,445.00 |

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 | 18 The Avenue, Hatch End, Pinner, HA5 4ER |
| Applicant | Shanly Homes |
| Ward | Pinner |
| Local Plan allocation | N/A |
| Conservation Area | No |
| Listed Building | No |
| Setting of Listed Building | No |
| Building of Local Interest | No |
| Tree Preservation Order | Yes |
| Other | EA Flood Zone 1 & Critical Drainage Area |

| Housing | | |
|--------------|--|--------------------|
| Density | Proposed Density hr/ha | 150 |
| | Proposed Density u/ph | 81 |
| | PTAL | 2 |
| | London Plan Density Range | 70-170 |
| Dwelling Mix | Studio (no. / %) | 0 |
| | 1 bed (no. / %) | 0 |
| | 2 bed (no. / %) | 9, 100% |
| | 3 bed (no. / %) | 0 |
| | 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 |

| Transportation | | |
|-----------------------------|---|--|
| Car parking | No. Existing Car Parking spaces | Detached garage and hard standing to front of house |
| | No. Proposed Car Parking spaces | 9 |
| | Proposed Parking Ratio | 1:1 |
| Cycle Parking | No. Existing Cycle Parking spaces | N/A |
| | No. Proposed Cycle Parking spaces | 18 |
| | Cycle Parking Ratio | 1:2 |
| Public Transport | PTAL Rating | 2 |
| | Closest Rail Station / Distance (m) | Hatch End station approximately 210m to the south-west. |
| | Bus Routes | Bus stop located approximately 445m to the east, serviced by: H12, H14 and R17 |
| Parking Controls | Controlled Parking Zone? | Yes |
| | CPZ Hours | Yes, Zone Y Monday – Saturday, 10-11am and 3-4pm. |
| | Area/streets of parking stress survey | N/A |
| | Dates/times of parking stress survey | N/A |
| Parking Stress | Summary of results of survey | N/A |
| | Summary of proposed refuse/recycling strategy | Purpose built bin storage to rear |
| Refuse/Recycling Collection | | |

| Sustainability / Energy | |
|--|-----------------|
| BREEAM Rating | N/A |
| Development complies with Part L 2013? | Condition Added |
| Renewable Energy Source / % | N/A |

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site is approximately 0.12ha and is located on the corner of Walpole Close and The Avenue.
- 1.2 The site is currently occupied by a large two-storey detached dwellinghouse, with accommodation within the roof slope. The property appears to benefit from modest extensions at the side and rear.
- 1.3 A detached garage is situated to the south east of the dwellinghouse, adjacent to Walpole Close and is accessed via a separate vehicle crossover.
- 1.4 The building is currently vacant and has been boarded up.
- 1.5 The surrounding area is predominately residential and is characterised by large detached dwellings on generous plots and purpose-built flats with varied designs and styles. Building heights along The Avenue generally include two-storeys dwellinghouses with large pitched roofs and three-storey purpose-built flats.
- 1.6 The property benefits from three vehicle crossovers onto The Avenue.
- 1.7 To the north of the site, along The Avenue, is the three-storey flatted development, Howland Court.
- 1.8 To the south-east of the site, on the opposite side of Walpole Close, is a three-storey flatted development, known as Sandy Lodge.
- 1.9 The rear garden of the application site adjoins properties in Walpole Close. Specifically, abutting the site to the north-east is a single storey property known as Langford.
- 1.10 The group of trees on the application site which front onto the Avenue form a tree preservation order (G6).
- 1.11 The application site is located in area with low transport links and as such has a PTAL rating of 2.
- 1.12 The site is located in a critical drainage area of Harrow and within Flood Zone 1, as defined on the Environment agency Flood Map. There are no other constraints on site.

2.0 PROPOSAL

- 2.1 It is proposed to demolish the existing detached dwelling and erect a three-storey building which would accommodate nine flats.

- 2.2 The proposed building would create an 'L' shape along the frontages with The Avenue and Walpole Close. The building would include a maximum width of 19m and maximum depth of 20.0m, with a number of stepped features along the frontages and towards the rear.
- 2.3 The building would include a stepped front elevation that would generally align with the established front building line of properties along the north-eastern side of The Avenue. The building would sit slightly forward of the adjoining property at Howland Court and would have a separation distance from this property of 3.7m.
- 2.4 The proposed three-storey building would be finished with a flat roof with a maximum height of approximately 10m.
- 2.5 The proposed building adopts a simple contemporary design rationale, finished in a combination of yellow brick, render and timber framing. The balcony railing would be constructed of metal.
- 2.6 Cycle and bin storage would be provided at the rear together with a soft landscaped area, which would provide shared amenity space.
- 2.7 Car parking for the proposed development would be located at both the forecourt (3 spaces) and the rear (3 spaces) of the site. The applicant has indicated that one of these spaces would be a wheelchair accessible bay.
- 2.8 The front parking area would be accessed via an existing crossover to The Avenue and the rear parking area would be accessed via a proposed crossing from Walpole Close.

3.0 RELEVANT PLANNING HISTORY

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

| Ref no. | Description | Status and date of decision |
|-----------------|---|--|
| LBH/146 | Erection of 8 flats and 8 garages | Refused: 06/07/1965 |
| LBH/146/1 | 6 flats and 6 lock up garages | Granted: 21/04/1966 |
| P/2362/17 | TPO application relating to G6 | Granted: 14/08/17 |
| P/3139/17/PRIOR | Single storey rear extension: extending 8m beyond the original rear wall, 3.67m maximum | Refused: 08/08/17 Reason: the proposal would result in an unreasonable degree of real and perceived |

| | | |
|-----------------|--|---|
| | height, 2.97m eaves height | overlooking to the occupiers at Howlands Court. |
| P/4050/17/PRIOR | Single storey rear extension: extending 8m beyond rear wall, 3.67m maximum height and 2.97m eaves height | Prior Approval not Required: 11/10/17 |

4.0 **CONSULTATION**

4.1 A total of 7 consultation letters were sent to neighbouring residents at Howland Court and Langford regarding this application.

4.2 The overall public consultation period expired on 8th January 2018.

4.3 **Adjoining Properties**

| | |
|---|---|
| Number of letters Sent | 7 |
| Number of Responses Received | 4 |
| Number in Support | 0 |
| Number of Objections | 4 |
| Number of other Representations (neither objecting or supporting) | 0 |

4.4 4 objections were received from adjoining residents:

- Entrance to the proposed building should be from The Avenue, not Walpole Close, which is a small narrow dead end; and,
- Concerns regarding increase in traffic and parking difficulties that would arise on Walpole close;
- Proposal is of a poor design.
- Proposal does not enhance the streetscene.
- Lack of parking
- Building is of poor design and quality.

4.5 **Statutory and Non Statutory Consultation**

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

| Consultee | Summary of Comments | Officer Comments |
|------------------|-------------------------------|-------------------------|
| LBH Waste | No Comments received. | Noted. |
| LBH Planning | Proposal would not constitute | (small sites) |

| | | |
|--------------|--|-----------------------------|
| Policy | <p>garden land development.</p> <p>The proposal would be in accordance with draft London Plan Policy H2 (small sites), which places importance on utilising small sites.</p> <p>The draft London Plan calls for a lower provision of car parking for schemes.</p> | |
| LBH Drainage | No objections subject to standard conditions relating to surface water and waste water. | Noted |
| LBH Highways | <p>A minimum of 18 long stay cycle parking spaces must be provided on site in a secure, sheltered and accessible area. A pre-commencement condition can be applied securing details.</p> <p>There is also a need to provide 20% active electric vehicle charging points and 20% passive based on current London Plan Standards. A pre-occupation condition can be applied securing details.</p> <p>If bins are to be transferred to the kerbside on collection days, the location of the bin store is acceptable. If it is expected that the Council's refuse collectors will do this transfer, the distance must be reduced to comply with the agreed code of practice to within 10m of the stop on-street un Walpole Close.</p> <p>The proposed access on Walpole Close is acceptable in Highways terms; there are no safety concerns. However, there is an existing lighting column not shown on the plans that may be affected by the provision of a vehicle crossover. This may</p> | Noted. Conditions attached. |

| | | |
|------------------------------------|--|------------------------------------|
| | <p>need to be relocated which if feasible, would be at the expense of the applicant. This is also the case for the rearrangement of parking bays on The Avenue following the closure of two of the existing crossovers.</p> | |
| <p>LBH Landscape Architect</p> | <p>Further detail is required by way of condition regarding hard and soft landscape requirements.</p> <p>Any proposed boundary treatment would need to take account of the protected trees along the sites frontage.</p> <p>Details are required of the proposed 'no dig' surfacing and the proposed levels to ensure the existing and proposed levels work and link together. This could be covered by condition.</p> <p>Standard conditions required:</p> <ul style="list-style-type: none"> • Landscaping to be approved; • Hard landscape material details; • Boundary treatment; • Levels; • Landscaping scheme; • Landscape management and maintenance plan for communal areas | <p>Noted. Conditions attached.</p> |
| <p>LBH Tree Protection Officer</p> | <p>The tree protection measures outlined are acceptable, however key stages will need to be supervised. Further details required.</p> | <p>Noted. Condition attached.</p> |
| <p>Hatch End Association</p> | <p>No Comments Received</p> | <p>Noted</p> |

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 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2017), as this will eventually replace the current London Plan (2015) when adopted and forms part of the development plan for the Borough.

5.5 The document has been published in draft form in December 2017. Currently, the Mayor of London is seeking representations from interested parties/stakeholders, before the draft Plan is sent to the Secretary of State for Examination in Public, which is not expected to take place until the summer of 2019. Given that that the draft Plan is still in the initial stages of the formal process it holds very limited weight in the determination of planning applications.

5.6 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

6.0 ASSESSMENT

6.1 The main issues are;

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

Drainage
Trees

6.2 Principle of Development

- 6.2.1 The principle of residential development (Class C3) has already been established at the site due to the existing residential dwelling. The proposed development to replace the existing detached dwelling with a purpose-built apartment block would represent a more efficient use of this site by providing an overall increase in the number of dwellings.
- 6.2.2 Whilst it is acknowledged that the Council's Garden Land SPD seeks to resist the loss of garden land within the borough, paragraph 3.6 advises that garden land development excludes the redevelopment of an existing dwelling or group of dwellings to provide dwellings or flats on the same building footprint, plus any appropriate enlargements (permitted extensions).
- 6.2.3 Page 20 of the applicant's design and access statement indicates that the footprint of the proposed development would marginally exceed the footprint of the existing property with permitted extensions. Specifically, the proposed footprint would represent a net increase of 31.2sqm.
- 6.2.4 Paragraph 2.5 of the SPD states that schemes that involve some increase in the built footprint of the site, where it does not involve substantial incursion into the garden, would not be considered as garden land development. In the context of the generous size of the plot, Officers acknowledge that the proposed net increase represents a modest 9.4% of the total site area. In line with paragraph 2.5 of the SPD, the proposed increase in building footprint is not considered to account to a material loss of the existing garden. Furthermore, Officers note that the proposal for a three-storey flatted development with parking in the front forecourt is characteristic of the residential development within the locality and as such, would not be harmful to the character of the surrounding area. For these reasons, the proposal is considered to comply with the intent of the Garden Land SPD.
- 6.2.5 Whilst it is noted that the draft London Plan (2017) can only be attributed limited weight, the proposal is considered to successfully reflect the intent of draft policy H2 'Small Sites' which recognises the importance of utilising smaller sites.
- 6.2.6 Accordingly, the proposed scheme for providing residential accommodation is considered to contribute to the overall housing need of the borough and be in conformity with the Government's objectives of planning for growth and presumption towards sustainable development as outlined within the NPPF. The proposal to introduce residential units at the site is considered acceptable in principle, subject to compliance with the relevant development plan policies and supplementary planning guidance that seeks to provide high quality residential development.

6.3 Regeneration

6.3.1 The proposed development intends to replace a family dwellinghouse with a flatted development. The proposed redevelopment allows the site to be used in a more efficient way that would generate additional housing stock within the Borough. In this respect, the proposed development would meet the overarching principles of regeneration into the area.

6.3.2 The proposed development would also result in a number of temporary jobs would also be created during the construction phase of the development.

6.4 Housing Provision

Affordable Housing

6.4.1 The proposal to introduce 9 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.

Housing Mix

6.4.2 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 9 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.

6.4.3 Paragraph 50 of the NPPF states that local planning authorities should plan for a mix of housing, based on demographic and market trends, and the needs of different groups, and that they should identify the size, type, tenure and range of housing that is required in particular locations. This approach is reflected by Policy 3.8 of the London Plan 'Housing Choice' and Policy DM24 of the DMP 'Housing Mix'.

6.4.4 Notwithstanding the above, the Council has not prescribed a housing mix for market housing in the Local Plan, preferring instead to advocate flexibility to respond to circumstances including the location and nature of proposed developments.

6.4.5 The proposed development would provide 9 x 2bedroom, 4 person flats. Whilst it is acknowledged that the development does not provide for a range of unit sizes, given the proposed flats generally exceed the minimum floorspace standards, it is considered that the proposed units would be suitable for single occupants, couples and small families. Furthermore, given the proposed nature of the flatted development, the provision of smaller units is considered acceptable in this instance.

- 6.4.6 The application site area is 0.11 hectares and it has a public transport accessibility level (PTAL) score of 2 indicating a low level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have a urban setting. The proposal, taken as a whole, equates to a density of 81 units per hectare and of 170 habitable rooms per hectare. The densities fall within the overall matrix ranges for urban setting sites with a PTAL 2.
- 6.4.7 Accordingly, it is considered that the proposed density and provision of units for the site would be appropriate for this location, in compliance with the Development Plan for Harrow.

6.5 Character of the Area

- 6.5.1 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.
- 6.5.2 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.
- 6.5.3 It is noted that objections have been received in relation to the character and design of the proposal. The character of the surrounding area is residential and comprises a mix of 2/3 storey detached houses with pitched roofs as well as a small number of bungalows located on Walpole Close. A number of three-storey, flat roofed, purpose-built apartment blocks are also situated within the immediate surrounds of the site.
- 6.5.4 The proposed development has been amended in term of mass and scale throughout the application process, based on comments received from the Council's Urban Design Officer. The following is an assessment of the design and appearance of the revised proposal:

Scale and Siting and Layout

- 6.5.5 The development is proposed to be three storeys, with a maximum height of 10.0m. It is noted that the proposal represents a slight reduction in height when compared to the ridgeline of the established detached dwelling. The three-storey height of the proposal is consistent with surrounding properties on The Avenue and Warpole Close and as such, relates appropriately to the character of the surrounding locality.
- 6.5.6 In terms of the siting and footprint of the building, the proposed development adopts an 'L' shape, to reflect the corner location of the site and to ensure appropriate frontages to The Avenue and Walpole Close.

- 6.5.7 As demonstrated on the proposal plans, the proposed development would sit slightly forward of the existing building line, established by the detached dwelling. Notwithstanding this, the proposed building generally aligns with the established front building lines on this side of The Avenue.
- 6.5.8 In terms of the relationship with Howland Court, the proposal sits forward of this building by approximately 2.0m. However, given the separation provided between the neighbouring properties (approximately 3.7m) and the steps provided in the front building line of the proposal, the forward projection would not be visually dominant within the street scene.
- 6.5.9 In terms of the layout of the site, the proposal is consistent with the surrounding three-storey flatted developments of Howland Court and Sandy Lodge, both of which include forecourt and rear parking areas. The siting of the building allows for a generous communal amenity area at the rear of the site.
- 6.5.10 Overall, the appropriate siting, scale and massing of the proposed development ensures that the building sits comfortably within the streetscene and generally maintains the existing relationship between the application site and adjacent properties. In this respect, the proposal complies with the intent of London Plan Policies 7.4 and 7.6 and Policy DM1 of the DMP.

Architecture

- 6.5.11 The proposed building would be three stories in height with a flat roof. The building adopts a simplistic design rationale that introduces articulation to the facades through the use of corner and projecting balconies, and steps in the building line.
- 6.5.12 The Mayor's Housing SPG calls for entrances to residential developments to be visible from the public realm and clearly defined. The principal entrance to the building would face towards the local highway and would be naturally overlooked by surrounding dwellings located opposite. The entrance would be appropriately defined by a projecting canopy.
- 6.5.13 In terms of materiality, the proposal seeks to use a combination of yellow brick, render and timber detailing. Metal railings are also proposed to screen the balconies. Whilst the application of these materials appears to lack rationale in some areas, on balance, the materials are considered to break up the bulk and massing of the facades.
- 6.5.14 Whilst the proposed building is not considered to demonstrate a high standard of architectural design quality that could be achieved from a new-build development, on the whole, the proposal has been designed to successfully relate to the established flatted developments in the area. Specifically, the applicant has indicated that the use of a flat roof and projecting balconies are both characteristics of the surrounding development that have been incorporated in the proposed scheme. This approach is accepted.

- 6.5.15 On balance, considering the established character of the surrounding locality, it is considered that the design and architecture for the proposed building would be acceptable for this corner location. Notwithstanding the above, a condition has been attached requiring the submission of sample details of all building materials for the proposed development.

Landscaping

- 6.5.16 With the exception of the group of protected trees along the site's frontage and along the common boundary with Howland Court, the existing site is predominately hardsurfaced to the front with a large area of soft landscaping to the rear.
- 6.5.17 The proposal seeks to retain the 4.0m hedge on the boundary with Langford, to the north-east. The existing group of protected trees fronting The Avenue and also those along the boundary to Howland Court would also be retained.
- 6.5.18 The proposal reduces the existing three vehicular access points from The Avenue to a single crossover with an additional crossover provided to Walpole Close. The reconfiguration of the frontage enables the existing hardstanding area around the protected trees to be removed and replaced with impermeable soft landscaping.
- 6.5.19 Whilst the proposal would result in the loss of soft landscaping to the rear, the proposed site plan demonstrates that there would be sufficient greening around the building. Accordingly, the proposed development offers the opportunity to provide meaningful landscaping across the site. A condition of approval is attached requiring the submission of hard and soft landscape details.

6.6 Residential Amenity for Future Occupiers

- 6.6.1 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.
- 6.6.2 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 and houses 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.

6.6.3 The proposed development would provide the following accommodation:

Ground floor:

| Flat | Type | Area (sq m) |
|------|----------------------|-------------|
| 1 | 2 bedroom, 4 persons | 83.9 |
| 2 | 2 bedroom, 4 persons | 86.4 |
| 3 | 2 bedroom, 4 persons | 88.4 |

First floor:

| Flat | Type | Area (sq m) |
|------|----------------------|-------------|
| 4 | 2 bedroom, 4 persons | 83.7 |
| 5 | 2 bedroom, 4 persons | 86.4 |
| 6 | 2 bedroom, 4 persons | 85.9 |

Second Floor:

| Flat | Type | Area (sq m) |
|------|----------------------|-------------|
| 7 | 2 bedroom, 4 persons | 83.7 |
| 8 | 2 bedroom, 4 persons | 86.4 |
| 9 | 2 bedroom, 4 persons | 85.9 |

6.6.4 The proposed flats in all instances exceed the required GIA for the respective occupancy levels. Furthermore, all 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.

6.6.5 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 sections indicate that the proposal would achieve a floor to ceiling height of 2.6m. The proposed layouts are functional and would continue to provide a satisfactory level of accommodation for future occupiers.

6.6.6 The SPG seeks to limit the transmission of noise from lifts and communal spaces to sensitive rooms through careful attention to the layout of dwellings and the location of lifts. The SPG also recognises the importance of layout in achieving acoustic privacy. Both of these points are picked up by Policy DM1 *Achieving a High Standard of Development* which undertakes to assess amenity having regard to the adequacy of the internal layout in relation to the needs of future occupiers and, at paragraph 2.15 of the reasoned justification, echoes the SPG position on noise and internal layout. It is noted that the proposed floor plans generally provide vertical stacking that is considered to be satisfactory.

6.6.7 It is considered that the proposed flats would have an acceptable amount of daylight and outlook with windows either facing towards the highways of The

Avenue and Walpole Close or to the rear communal garden area. Each flat would be afforded dual aspect.

- 6.6.8 Whilst the proposal plans do not demonstrate any landscape planting to the ground floor windows or amenity areas, it is considered that a screening to these areas could be agreed through a suitably worded condition.

Accessibility and Secure By Design

- 6.6.9 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.
- 6.6.10 Specifically, policy 3.8.c of the London Plan (2016) requires 'ninety per cent of new housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'. Criterion d requires 'ten per cent of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.
- 6.6.11 Whilst the applicant has not specifically confirmed compliance with the requirements of Part M, the proposal plans and design and access statement indicate that proposed flat 3 would be provided as a wheelchair user dwelling. The plans also demonstrate that level access would be provided to the property via The Avenue. A lift would then provide access to the upper floors. Furthermore, each flat would be of a good size and functional layout. It is also noted that a wheelchair accessible parking bay is provided directly in front of the level access to the building.
- 6.6.12 Noting the above, the proposed development would be satisfactory in terms of accessibility, subject to a condition to ensure compliance with Building Regulations M4 (2) and M4 (3).
- 6.6.13 The proposed development generally demonstrates compliance with Secure by Design; Designing out Crime principles. Whilst specific design details relating to SBD have not been provided, it is considered that these details can be secured by way of condition. Specifically, a planning condition would require the proposal to achieve Secured by Design certification (silver or gold) from the MET Police, prior to the occupation of the development. Accordingly, subject to this condition and further conditions relating to maintenance and landscaping the proposed development is considered to provide a safe and secure environment for future occupiers and members of the public, in accordance with Policy 7.3 of The London Plan.

Amenity Space

- 6.6.14 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.

- 6.6.15 For private amenity space, the SPG requires a minimum of 5m² per 1-2 person dwelling and an extra 1m² for each additional occupant, and for balconies the SPG specifies minimum dimensions of 1.5m x 1.5m. The proposed balconies would meet and exceed these minimum dimensions in terms of 1.5m x 1.5m and would meet the 5sqm minimal space requirements for amenity provision. Level access onto the balconies would be secured as part of the proposed access conditions.
- 6.6.16 The proposed open space to the rear of the building would offer an additional component to the amenity afforded to future occupiers of the development. The SPG calls for adequate natural surveillance, wheelchair access and management of such areas. The proposed communal amenity space would be overlooked by the blocks that they serve. It is normal for the management of residents' communal areas in new development to be taken on by a private management company. A condition would be attached requiring the submission and approval of a maintenance and management plan for this area.

6.7 Residential Amenity (Neighbouring Residents)

- 6.7.1 London Plan Policy 7.6 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.
- 6.7.2 Given the corner location of the application site and the siting of the proposed building towards the frontage with The Avenue, the proposed development would have the greatest impact on the occupiers of Howland Court to the north.
- 6.7.3 In terms of the potential impact on the adjacent property to the rear (Langford), a separation distance of 15.5m would ensure that there would not be any undue impacts in terms of residential amenities.
- 6.7.4 Similarly, due to the separation provided by Walpole Close and The Avenue, the properties to the south-east and south-west of the application site would not experience a loss of residential amenity in terms of privacy or light or overshadowing.
- 6.7.5 Whilst the proposal would inevitably result in a distinctive new development on the application site, the appropriate massing and design of the building ensures that no undue harm would result to the visual amenities of the surrounding area.

Impact on Howland Court

- 6.7.6 Howland Court is a three storey purpose-built flatted development to the north of the application site. The front elevation of Howland Court sits approximately 1.9m behind the nearest front corner of the proposed development. At the rear, Howland Court extends 3.0m beyond the nearest rear corner of the proposed

development. A distance of 3.7m separates the flank elevation of these neighbouring properties.

- 6.7.7 Given this relationship between the adjoining properties, the proposed building would not interrupt a 45 degree line from either the front or rear of Howland Court.
- 6.7.8 Whilst the proposal includes 6 flank wall windows facing Howland Court, these windows serve bathrooms and are proposed to be obscurely glazed. In this context and also considering the absence of flank wall windows in the facing flank wall of Howland Court, no overlooking would occur. Furthermore, given the relationship between the properties, the rear facing windows of the proposed development would only provide oblique views to the rear garden of Howland Court. This degree of mutual overlooking is not uncommon in urban residential environments.
- 6.7.9 Accordingly, due to the relationship between the proposed development and Howland Court and the absence of flank wall windows, it is considered that the proposed development would not be unduly overbearing in terms of daylight, overshadowing, outlook or privacy.
- 6.7.10 For the reasons outlined above, it is considered that the proposed development would comply with policy 3.5.C of The London Plan 2016, policy CS1.K of The Harrow Core Strategy 2012 and policy DM1 of the Harrow Development Management Policies Local Plan 2013 in failing to ensure high quality design for the development.

6.8 Traffic, Parking and Servicing

- 6.8.1 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.
- 6.8.2 As discussed, the proposal intends to close-up two of the existing vehicular access points from The Avenue. The proposed scheme would be accessed via one of the existing crossovers to The Avenue and a new dropped kerb access located at Walpole Close. Whilst the concerns of the residents of Walpole Close regarding the proposed crossover are acknowledged, the Council's Highway's Officer has confirmed that the proposed access on Walpole Close is acceptable in accordance with Policy DM42 and there are no safety concerns.
- 6.8.3 Notwithstanding this, it is noted that there is an existing lighting column that has not been demonstrated on the plans that may be affected by the provision of the proposed vehicle crossing. This light may need to be relocated which, if feasible, would be at the expense of the applicant and addressed during the application for highways consent. Furthermore, any vehicle crossing must be constructed in line with Harrow's Vehicle Policy, dated September 2017. An informative is attached in this respect.

- 6.8.4 The proposal seeks to provide 9 parking spaces, resulting in a parking ratio of 1:1. The spaces would be distributed between two parking areas at the front (3 spaces) and rear (6 spaces) of the proposed building. Whilst it is noted that the draft London Plan (2017) calls for a lower provision of car parking, given the low PTAL rating for the area, the provision of parking is satisfactory in this instance.
- 6.8.5 Whilst the applicant has indicated that one of the proposed spaces, located to the front of the proposed building, would be a wheelchair accessible space no detail has been provided in terms of active and passive spaces. Policy 6.13 of London Plan requires 20% active provision (i.e. fully installed from the outset) plus 20% passive provision (i.e. cabling provided for easier future installation of charging equipment) in residential developments. It is noted that the draft London Plan increases this requirement to 20% active and all remaining spaces providing passive charging facilities. The Council's Highways Officer has recommended a pre-occupation condition to secure the relevant details.
- 6.8.6 Secure and readily accessible cycle parking is provided, at one space per room, in line with The London Plan (2016) requirements. This has been provided on site in the rear garden and is therefore considered acceptable.
- 6.8.7 Waste storage has been provided to the rear of the building and would be accessed via the new access on Walpole Close. The proposed location of the bin store does not comply with the Council's Refuse Code of Practice which encourages bin placement to be within 10.0m of the point of pick up. In this respect, the bins must be transferred to the kerbside on collection days, or the bin store must be relocated to within 10.0m of the point of pick up. A condition requiring a revised refuse strategy in compliance with the Refuse Code of Practice will be attached to this decision.
- 6.8.8 In addition to the above, given the physical site constraints and the location of the site within a predominately residential area, a construction method and management plan would need to be secured via planning condition to help minimise disruption to the local area.
- 6.9 Drainage
- 6.9.1 The site is located within Flood Zone 1 and is less than 10 units and 1ha in size. In this respect, neither a Flood Risk Assessment of Drainage Strategy is required as part of the application.
- 6.9.2 Notwithstanding this, as the site is located within a critical drainage area, Policy DM10 of the DMP requires the provision of sustainable drainage measures to control the rate and volume of surface water run-off. The Council's Drainage officers have not objected to the application, but have recommended conditions to deal with on-site drainage and water attenuation.
- 6.9.3 Subject to the drainage conditions, the proposal would accord with the relevant policies in relation to surface water drainage and surface water attenuation.
- 6.10 Trees

- 6.10.11 The application site includes a group of protected trees (G6) along the site's frontage with The Avenue and another group of protected trees adjacent to the common boundary with Howland Court.
- 6.10.12 The application has been supported by a Tree Report. This report indicates that one of the trees assessed could be removed for arboricultural reasons (T3 Goat Willow). The report goes on to explain that one individual tree (T4 Cypress) and one group of trees (G1, 1 X Holly, 1 x Hawthorne) would need to be removed as a result of the proposed development. The report states that these trees are low quality. The Council's Tree Officer has confirmed there are no objections to the removal of these trees.
- 6.10.13 The Tree Report concludes that the proposed development can be completed without having any undue impact on the retained trees. These trees would be protected during the construction phase.
- 6.10.14 The Council's Tree Protection Officer has confirmed that the tree protection measures outlined are generally acceptable. Notwithstanding this, details of supervision/ monitoring of the outlined activities would need to be secured. In this respect, a standard condition relating to the protection of the TPO trees is required. A further condition regarding site levels and the 'no dig' zone are also required.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposal would contribute to the housing stock of the Borough, in accordance with paragraph 3.55 of the London Plan (2016) and would regenerate a brownfield site. 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:

1333/PLN/100; 1333/PLN/101 rev A; 1333/PLN/102; 1333.PLN/103 rev A; 1333/PLN/ 104 rev A; 1333/PLN/105; 1333/PLN/106 rev A; 1333/PLN/107; 1333/PLN/108; Schedule of Accommodation; Design and Access Statement; Arboricultural Report.

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

3. Materials

Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not commence beyond damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- a. facing materials for the building;
- b. windows/ doors;
- c. boundary fencing;
- d. ground surfacing;
- e. hard landscape materials;
- f. balcony screens; and,
- g. proposed materials for refuse/cycle storage areas

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

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

4. 'No Dig' Construction

No development shall take place, including any works of demolition, until the following details have been submitted to, and approved in writing by, the local planning authority:

Details of the working methods to be employed and a detailed drawing for the installation of the drive and path within the Root Protection Areas of retained

trees or on land adjacent to the site, in accordance with the principles of 'No-Dig' construction. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the construction of the development does not unduly impact on the protected trees. To ensure that measures are agreed and in place to avoid any impact to the group of protected trees during the demolition and construction phases of development, this is a PRE-COMMENCEMENT condition.

5. Tree Protection

No development shall take place, including any works of demolition, until details of Arboricultural supervision and site monitoring by an appointed arboricultural consultant, including details of reporting of inspection and supervision, has been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the construction of the development does not unduly impact on the protected trees. To ensure that measures are agreed and in place to avoid any impact to the group of protected trees during the demolition and construction phases of development, this is a PRE-COMMENCEMENT condition.

6. Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Method and Logistics 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
- vi. details in relation to safeguarding the adjacent properties during demolition and construction phases.

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

7. Levels

No site works or development shall commence until details of levels of the proposed buildings, roads and footpaths in relation to the adjoining land and highways, and any other changes proposed in the level of the site, have been submitted to and agreed in writing by the Local Planning Authority. Details of any proposed ground level changes within the RPA (Root Protection Area) of any retained tree or on land adjacent to the site should be included. The development shall be carried out in accordance with the details so agreed.

Reason: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement. To ensure that appropriate site levels are agreed before the superstructure commences on site, this condition is a PRE-COMMENCEMENT condition.

8. Revised Refuse Strategy

Notwithstanding the details shown on the approved plans, the development hereby approved shall not progress beyond damp proof course until a Refuse Management Plan has been submitted to, and approved in writing by the local planning authority showing the relocation of the refuse storage area within 10.0m of the collection pick-up point. Alternatively, an additional kerbside storage area should be identified for the transfer of bins on collection days, in accordance with the Council's Refuse Code of Practice
The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure adequate provision for refuse bins to serve the development and to safeguard the appearance and character of the surrounding area.

9. Window and Door Reveals

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

Reason: To ensure a high quality finish to the external elevations of the building.

10. 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 details of all boundary treatments on the land and appropriate screening to ground floor windows and amenity space, where required. 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; schedules of plants, noting species, plant sizes and proposed numbers / densities; written specification of planting and cultivation works to be undertaken; and, a landscape implementation programme.

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

11. Planting Schedules

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

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

12. Landscape Management and Maintenance

The development hereby approved shall not be occupied until a scheme for the on-going management and maintenance of the landscaped areas, including the communal amenity space, within the development, to include a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for a minimum period of 5 years for all landscape areas, and details of irrigation arrangements and planters, has first been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the scheme so agreed and shall be retained as such thereafter.

Reason: To ensure that the development makes provision for hard and soft landscaping which contributes (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity with the Heart of Harrow.

13. Secure by Design Accreditation

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

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

14. Surface Water Drainage and Attenuation

No development shall take place, other than works of demolition, until details of works for the disposal of surface water, including surface water attenuation and storage, have been submitted to, and agreed in writing by, the local planning authority. The submitted details shall include measures to prevent water pollution and details of SuDS and their management and maintenance. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited.

15. Foul Water Drainage

No development shall take place, other than works of demolition, until a foul water drainage strategy, has been submitted to and agreed in writing by the local planning authority. The development shall not be occupied until the agreed drainage strategy has been implemented.

Reason: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, and to ensure that the development would be resistant and resilient to foul water flooding.

16. Active and Passive Sparking Spaces

Notwithstanding the approved plans, prior to the occupation of the development, details of electrical car charging points to be installed in at least 20% of the car parking area on site (with capacity for an additional 20% passive spaces) shall be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the development achieves suitable levels of electrical car charging points consistent with Policy 6.13 of the London Plan.

17. Part M Dwellings

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

Reason: To ensure provision of 'Wheelchair and Accessible and adaptable' housing.

18. Television Reception Equipment

The development hereby permitted shall not commence beyond damp proof course level until details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the building and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

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

19. Storage

The residential premises hereby approved shall each be provided with a storage space in accordance with the Mayor of London's Housing SPG (2016) unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the development achieves a high standard of residential quality for future occupiers of the development.

20. Flues & Pipework

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

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

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):

3.1; 3.3; 3.4; 3.5; 3.8; 3.9; 5.13; 6.3; 6.9; 6.10; 6.12; 6.13; 7.1; 7.2; 7.3; 7.4; 7.5; 7.6.

Draft London Plan (2017):

GG4; D1; D2; D3; D4; D5; H1; H2; G7; SI13; T3; T5; T6.1.

Local Development Framework

Harrow Core Strategy 2012

CS1 Overarching Policy

Development Management Policies Local Plan 2013

DM1; DM2; DM10; DM12; DM22; DM24; DM27; DM42; DM45.

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

3. Mayoral CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £19,232.50 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 £19,232.50 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 549.5m²

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.

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

7. Compliance with Planning Conditions

IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences - You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local

Planning Authority. Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.- Beginning development in breach of a planning condition will invalidate your planning permission.

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

8. Liability For Damage to Highway

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

9. Vehicle Crossover

Please note that the vehicle crossing should be maximum 4.5m wide and it should be constructed in line with Harrow's New Vehicle Crossing Policy, dated September 2017. There is a lamppost located within close proximity to the proposed vehicle access. The applicant is advised that the removal/relocation of this will be at the applicant's expense in line with this policy.

Please contact the Council's Vehicle Crossings Team for further guidance.

APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOGRAPHS











APPENDIX 4: PLANS AND ELEVATIONS

Proposed Waijole Close Elevation

Proposed Side Elevation

Proposed Rear Elevation

Proposed The Avenue Elevation

| | |
|--|---|
| 4. The drawings are prepared in accordance with the standards of the Australian Architectural Association. | |
| Scale | As shown unless otherwise stated |
| Author | Shanly Architects |
| Client | Proposed Redevelopment of No. 18 The Avenue Hatch End |
| Project | Proposed Redevelopment of No. 18 The Avenue Hatch End |
| Issue No. | 1 |
| Issue Date | 2018-02-13 |
| Issue Description | Proposed Elevations |
| Project Name | Proposed Redevelopment of No. 18 The Avenue Hatch End |
| Client Name | SHANLY ARCHITECTS |
| Project Address | 18 The Avenue, Hatch End, Middlesex, Middlesex TW20 2JG, UK |
| Project Phone | 020 8996 8722 |
| Project Email | info@shanly.co.uk |
| Drawn By | AJT |
| Check By | SL |
| Date | 1-10-18 |
| Scale | As shown |
| Project No. | 1333PLN/18 |
| Issue No. | 1 |



| | |
|--|---|
| 4. The drawings are prepared in accordance with the standards of the Australian Architectural Association. | |
| Scale | As shown unless otherwise stated |
| Author | Shanly Architects |
| Client | Proposed Redevelopment of No. 18 The Avenue Hatch End |
| Project | Proposed Redevelopment of No. 18 The Avenue Hatch End |
| Issue No. | 1 |
| Issue Date | 2018-02-13 |
| Issue Description | Indicative Proposed Street Scenes |
| Project Name | Proposed Redevelopment of No. 18 The Avenue Hatch End |
| Client Name | SHANLY ARCHITECTS |
| Project Address | 18 The Avenue, Hatch End, Middlesex, Middlesex TW20 2JG, UK |
| Project Phone | 020 8996 8722 |
| Project Email | info@shanly.co.uk |
| Drawn By | AJT |
| Check By | SL |
| Date | 1-10-18 |
| Scale | As shown |
| Project No. | 1333PLN/18 |
| Issue No. | 1 |

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