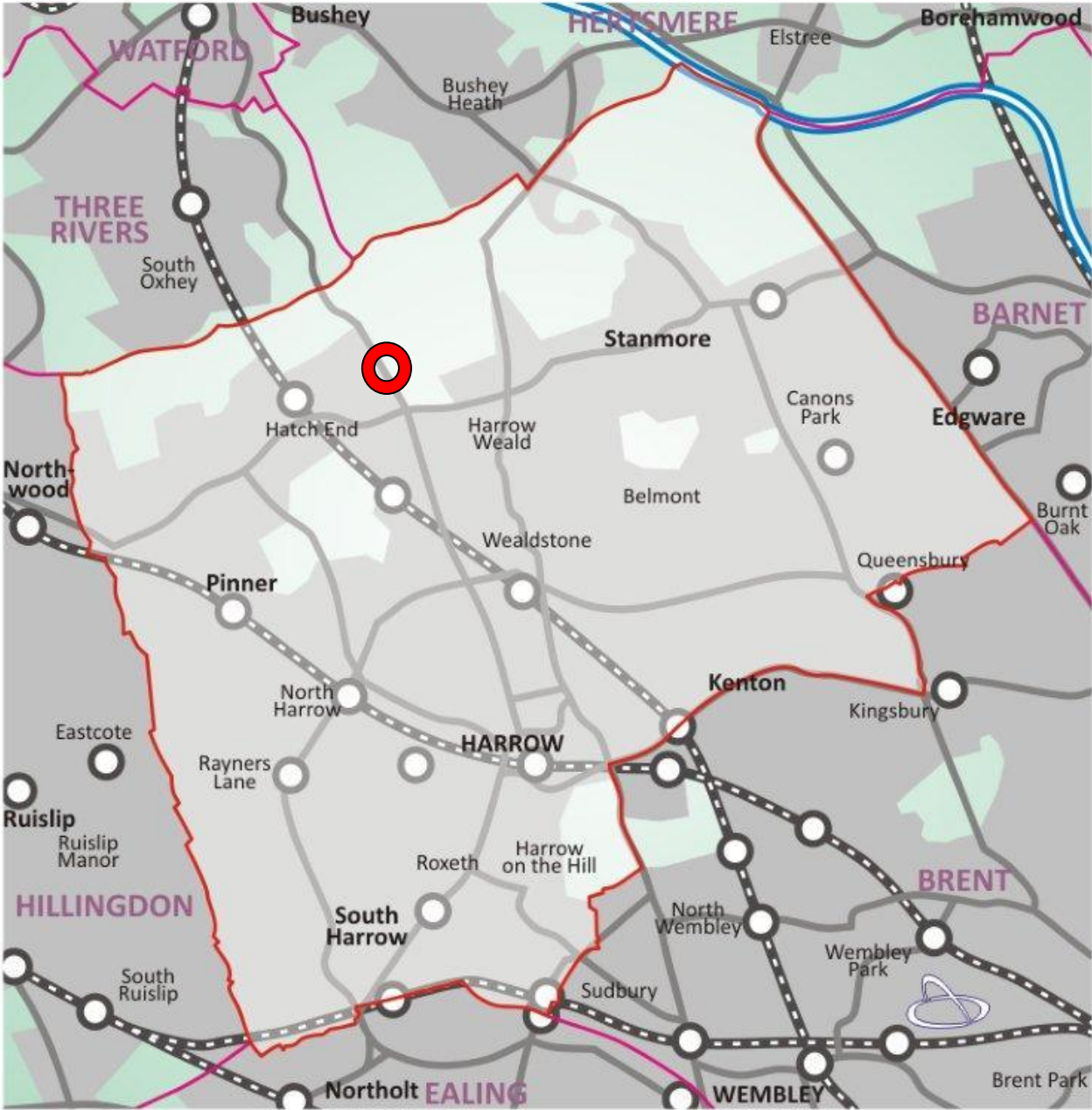
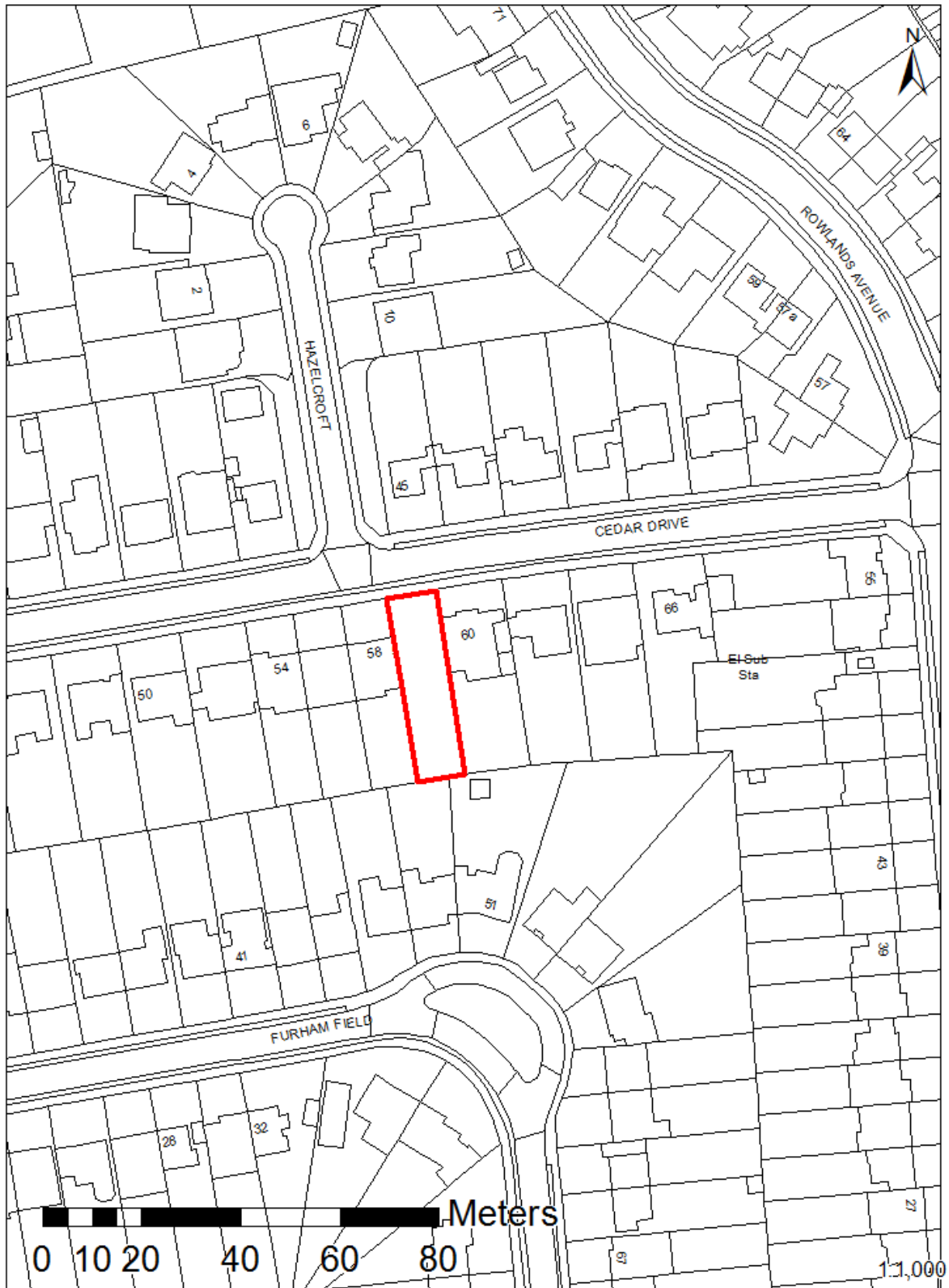


 = application site



60 Cedar Drive	P/1133/18
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60 Cedar Drive



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

26th September 2018

APPLICATION NUMBER: P/1133/18
VALIDATE DATE: 28/03/2018
LOCATION: 60 CEDAR DRIVE, PINNER, HA5 4DE
WARD: HATCH END
POSTCODE: HA5 4DE
APPLICANT: MR RAJUL SONIGARA
AGENT: LOXTON & ASSOCIATES
CASE OFFICER: KIMRY SCHLACTER
EXPIRY DATE: 23/05/2018 (EXTENDED TO 01/10/2018)

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.

Application for conversion of dwellinghouse into four flats; conversion of garage into habitable room; alterations to roof to raise ridge height; external alterations; bin & cycle store. The proposed flats consist of 2 no. 1-bed/2- person flats, 1 no. 2-bed/3-person flat and 1 no. 2-bed/4-person flat.

The Planning Committee is asked to:

RECOMMENDATION

- 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 proposal would contribute towards the smaller housing stock within the Borough and the quality of accommodation for the future occupiers of the residential units would be in accordance with the development plan and policies. Furthermore, it is considered that the proposal would not have an unduly harmful impact on the character of the property and surrounding area, or the residential amenities of the neighbouring or future occupiers, whilst the traffic and parking impacts would be considered to be within reason.

INFORMATION

This application is reported to Planning Committee due to high levels of public interest.

Statutory Return Type:	13 (Minor Dwellings)
Council Interest:	None
Additional Floor Area:	286.9m ²
GLA Community Infrastructure Levy (CIL)	
Contribution (provisional):	£10,041.50
Local CIL requirement:	£31,559.00

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. The conversion in and of itself would not increase crime risk, nor is there evidence presented that flats are more of a target for thieves than large single family dwellings. 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 Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, Harrow & Wealdstone Area Action Plan, 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	60 Cedar Drive, Pinner, HA5 4DE
Applicant	Mr Rajul Sonigara
Ward	Hatch End
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	Critical drainage area

<u>Transportation</u>		
Car parking	No. Existing Car Parking spaces	3-4
	No. Proposed Car Parking spaces	2
	Proposed Parking Ratio	0.5
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	4
	Cycle Parking Ratio	1:1
Public Transport	PTAL Rating	Boundary of PTAL 1 and 2
	Closest Rail Station / Distance (m)	Hatch End (Overland/ rail) 800m (12-15 min walk)
	Bus Routes	Closest stop 600m (8 min walk)
Parking Controls	Controlled Parking Zone?	No
	CPZ Hours	N/A
	Other on-street controls	N/A
Refuse/Recycling Collection	Indicative on plans	As existing with modification (number of bins and formal storage area)

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The site is located on the southern side of Cedar Drive, Hatch End
- 1.2 The property on the application site is a two-storey detached dwelling, with existing two-storey side and rear extensions
- 1.3 The curtilage currently has space to accommodate 3-4 parked cars (includes one space in the garage). There are two existing access points from the front curtilage.
- 1.4 No. 58a adjoins the property to the west, while no.62 adjoins to the east. The rear boundary adjoins 51 Furham Field.
- 1.5 The site has lies at the boundary between an area of PTAL rating 1a and 2.
- 1.6 Located in Critical Drainage area.

2.0 PROPOSAL

- 2.1 The application is for extensions and alteration to the dwellinghouse, and to convert it into four flats.
- 2.2 The proposed alterations would be consistent with planning permission reference: P/4490/17.

External Alterations and Extensions:

- 2.3 Raising of the roof ridge and altering roof form (removing a section of crown roof, which is changed to a hipped roof form) to facilitate loft conversion.
- 2.4 Roof heights changed from 8.5m to 10.3m for the highest point, 7.5m to 9.8m for the second point, and 7.5m to 9.0m for the lowest point on the side. The angle of the roof slopes will be altered to be steeper.
- 2.5 Insertion of additional rooflights on the front, rear, and both flank roof slopes, and removal of two existing rooflights

- 2.6 Replace 1 x window with 1 x door on rear elevation.
- 2.7 Replace garage door with a window, to facilitate conversion of the garage to habitable space.
- 2.8 New gate along eastern flank.

Additional Details to Conversion of Flats:

- 2.9 Four flats would be created, consisting of 2 no. 1-bed/2- person flats, 1 no. 2-bed/3-person flat and 1 no. 2-bed/4-person flat.
- 2.10 The sub-division of rear garden into separate amenity areas, with 1.8m timber fencing
- 2.11 Waste/recycling bin storage (householder size bins, sufficient numbers per unit) and cycle storage (6 cycles) sited to the side of the dwelling
- 2.12 2 parking spaces proposed in the front curtilage, one of which would meet blue badge criteria. Alterations of the front boundary and creation of a pedestrian path and soft landscaping leading to the front entrance.
- 2.13 The Design and Access Statement notes that two ground floor flats would meet Lifetime Home criteria.
- 2.14 **Revisions to This Application:**
- i. Revised internal layout to include required storage
 - ii. Inclusion of acoustic mitigation proposals to address stacking
 - iii. Revision of forecourt layout so as to retain accesses as per existing; reduction in number of car parking spaces from 3 to 2
 - iv. Inclusion of Transportation Statement / parking survey
 - v. Revised bin storage arrangements and bin types
 - vi. Revisions to cycle storage arrangements

2.15 Revisions to Previous Application:

- i. The proposed external alterations are identical to the previous planning permission P/4490/17, with the exception of the replacement of the garage

doors at the front and replacement of one set of doors on the ground floor rear.

3 **RELEVANT PLANNING HISTORY**

Ref no.	Description	Status and date of decision
HAR/20503	Conservatory and extension of garage	Granted 30/05/1963
HAR/20503/A	Erection of porch	Granted 24/06/1963
WEST/69/02/FUL	Alterations and extension to roof to raise ridge height, rooflights in front, side and rear roofslopes to create habitable roofspace; external alterations	Granted 19/02/2002
P/4490/17	Alterations and extension to roof to raise ridge height, rooflights in front, side and rear roofslopes to create habitable roofspace; external alterations	Granted 27/11/2017

4 **CONSULTATION**

- 4.1. A total of 3 consultation letters were originally sent to adjoining neighbouring properties regarding this application.
- 4.2. The initial public consultation period expired on 27/04/2018
- 4.3. The same number of re-consultation letters were sent in regard to amendments to the details as outlined above. The public consultation for the re-consultation period expired on 18/06/2018.

- 4.4. A second re-consultation was conducted in which all those who had commented previously were contacted via notification letter. The public consultation for this period expired on 23/08/2018.
- 4.5. For clarity, no further amendments to the application were accepted in the time between the first re-notification (ending 18/06/2018) and the second re-notification (ending 23/08/2018). Rather, this re-notification was conducted to ensure correct procedure was in place prior to the application coming before the Planning Committee.
- 4.6. No further responses were received in response to the re-consultation ending 23/08/2018
- 4.7. Adjoining Properties

Number of letters sent in most recent notification period ending 23/08/2018	15
Number of Responses Received (includes petition numbers)	77
Number in Support	0
Number of Objections	77
Number of other Representations (neither objecting or supporting)	0

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

Details of Representation / Summary of Comments	Officer Comments
<u>Summary of Petition:</u> a) Parking / Highway Safety / Traffic : i) 3 parking spaces are inadequate as 2 cars are assumed per household plus visitor parking; ii) Traffic and parking have increased on	b) Please see section 6.5 c) Please see section 6.3 for matters related to character,

<p>the road since restrictions introduced on The Avenue; proposal would further impact safety and convenience of pedestrians and traffic.</p> <p>b) Layout / Density / Design & Appearance / Noise / Overlooking / Loss of Privacy / Loss of Light / Overshadowing:</p> <p>i) Development out of keeping with other development on Cedar Road and is over-intensive use of site; property already has extensions;</p> <p>ii) Increasing roof height in addition to existing extension would bring property completely out of character with surroundings and would create loss of light;</p> <p>iii) Disturbance of potential residents would detract from amenities of neighbourhood;</p> <p>iv) Inadequate number of bins shown, as 9-10 bins would be required (3 bins per household). Regular bin collection would be too noisy, would block entrance to 60 Cedar Drive</p> <p>c) Previous Planning Decisions: Similar application for 5 Cedar Drive was refused in 2007</p> <p>d) Proposed forecourt parking shows changes to existing arrangement, but does not account for street trees/shrubs.</p>	<p>appearance, and bins; and 6.4 for amenity issues</p> <p>d) Previous applications as different sites are not relevant, as they may have different site circumstances and the proposals are not necessarily comparable. In addition, the set of documents / policies comprising the Local Framework have changed since 2007.</p> <p>e) Please see section 6.6</p>
<p><u>Summary of two (2) additional documents submitted following on to the petition:</u></p> <p>1. Supplementary document:</p> <p>a) Applicant's Transport/Parking study is</p>	<p>1. a) The officer's assessment is based on</p>

<p style="text-align: center;">statistically and methodologically flawed</p> <p>2. References to Harrow Council Development Management Policies to support the following points:</p> <ul style="list-style-type: none"> b) Pattern of development out of keeping with area c) Functionality flawed due to parking issues d) Servicing/ access/ emergency access compromised by potential for increased parking e) Not all flats are accessible f) Increase in number of neighbours affects privacy g) Strain on local GPs, schools, etc. h) Loss of larger single family home i) Lack of clarity as to compliance with space standards, relative locations of bedrooms j) Stacking, causing noise and fire safety issues k) Garden spaces too small; subdivided by four l) Bins kept in communal area therefore occupants will not take responsibility for them m) Collection of additional bins creates more disturbance n) Link between overcrowded housing and social problems 	<p>information provided by Harrow Highways Authority</p> <p>2. b), g), h), i), j), k), l), m), n) Please see section 6.3</p> <p>c), d) Please see section 6.6</p> <p>e) Please see section 6.5</p> <p>f) Please see section 6.4</p>
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<p><u>Summary of issues raised in other representations:</u></p>	<p>a), b), d), f), n), o), p) Please see section 6.3</p>
<p>a) Hatch End is characterised by low-density housing of similar styles and should be kept as such. Flats would affect the appearance of the neighbourhood and neighbouring amenities and change the character of the road, as per The Avenue. Disregard for historic nature of Hatch End.</p>	<p>j), l), q) Please see section 6.4</p> <p>Please see section 6.5</p>
<p>b) Bulky appearance of proposal; Design not in keeping with other properties in the area.</p>	<p>g), h), i) Please see section 6.6</p>
<p>c) Introduction of purpose-built flats four storeys high</p>	<p>c) <i>Purpose built four storey block:</i> No such proposal forms part of the application</p>
<p>d) Overdevelopment/overcrowding of site, out of keeping with area; would disturb neighbours enjoyment of their properties.</p>	<p>e) <i>Future precedent:</i> The outcomes of other applications for conversion to flats in the area are of little to no weight in terms of precedent, either for or against. The application is decided on its own merit. The application for 5 Cedar Drive was refused for reasons which are not applicable in this case, and the policies applied are no longer</p>
<p>e) Would set future precedent to grant permission for flats to other properties. Precedent set with refusal of 5 Cedar Drive.</p>	
<p>f) Cramped layout will increase fire hazard; no means of escape for upper levels.</p>	
<p>g) Concern regarding increased/excessive traffic (congestion) and parking issues, including service and emergency vehicles. Cars often unable to pass.</p>	
<p>h) Extra cars will obstruct turning into Hazelcroft. It is already necessary for refuse truck to reverse into Hazelcroft. Parking in Hazelcroft has become difficult in recent years, for occupants and their guests.</p>	
<p>i) Introduction of parking restrictions in The Avenue have increased parking on Cedar Drive by commuters. Flats will contribute to bottleneck in combination with commuter parking.</p>	
<p>j) Excessive daylight/shadowing impacts and noise impacts on no. 62 Cedar Drive and/or other neighbouring properties.</p>	

k) Abuse of planning regulations to submit application P/4409/17 with the intention of later submitting this application.	current / relevant.
l) Permanently increased noise, particularly along shared garden boundaries	k) <i>Abuse to submit follow-on application:</i> As both applications have been submitted and processed in accordance with the intent and procedures of planning legislation, there cannot be considered to be an impropriety.
m) Cedar Drive not suitable for flats as they will increase danger of being targeted by thieves.	
n) Family houses are needed rather than flats	
o) Disagree with parking assessment presented (40% utilised), may not have been carried out at a representative time; most houses have 2-3 cars, so most result in on-street parking	
p) Cedar Drive used as a cut through; drivers speed and cause accidents	
q) First floor windows would result in overlooking to nos. 58 & 62	m) <i>Crime:</i> Please see “S17 Crime & Disorder Act” under the Information page above.

4.6 Summary of Applicant’s Response to public representations, dated 27 April 2018:

- Most issues raised by petition are addressed in the Design & Access Statement
- Provision of 3 parking spaces with one disabled bay is in compliance with London Plan and Harrow Policies
- Proposed conversion of flats has the same number of bed spaces/bedrooms as the existing property with alterations proposed under P/4490/17, thus the potential number of occupants is the same.
- Cedar Drive is 6.2m wide, and should be categorised as a “*local distributor road in a residential area suitable for two-way traffic used by heavy vehicles.*”
- All properties on Cedar Drive have on-plot parking thus off-

street parking in not in high demand.

- Previous permission P/4490/17 re: increasing ridge height did not find harmful impacts on character of the amenities of neighbouring properties
- Flats meet Harrow and National space standards, including amenity space. Two proposed flats would be appropriate for family occupation.
- Bin storage would meet Harrow Council requirements for a two-bin system
- Proposed planting in front curtilage improves quality of the landscaping

4.7 Statutory and Non Statutory Consultation

4.8 The following consultations have been undertaken:

Consultee	Summary of Comments	Officer Comments
LBH Highways	<ul style="list-style-type: none"> • Located in PTAL 1a, therefore public transport considered to be poor, however the distance to trains and buses is not too far for those able to walk without difficulty. • Proposed level of parking with 1 blue badge spot is welcome • Noted that public comments raise concerns regarding parking demand in the area. Highways department correspondence indicates the issue has been raised directly with Transportation previously. • Whilst a proposal for 4 flats is unlikely to have a significant highways impact, where there are existing pressures, it is possible that overspill parking from the development could 	Noted. Discussed in section 6

	<p>occur and contribute to on-street parking congestion.</p> <ul style="list-style-type: none"> • Cycle parking needs to be provided as follows: 2 spaces per 2-bed flat, one space per 1-bed flat. Could be addressed via condition. <p><i>Revised Plans:</i></p> <ul style="list-style-type: none"> • In policy terms two parking spaces are acceptable. • Parking demand likely to be generated by this site is not anticipated to be very high but it is worth noting that the low PTAL (2) is realistically reflective of the lack of nearby public transport options. • Census data indicates that in this area 88.3% of households have access to at least one car or van however this data set does cover all household types in the area and we would normally expect this figure to be a bit lower for flats. Census data shows that 64% of flats have access to at least one car. • Two spaces as a minimum would be required but three would reduce the likelihood of overspill parking. There may still be an overspill of parking but if the majority of current on-street parking is caused by commuters, we can expect that during evenings and weekends this demand reduces. • No additional comments to 	
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	Transportation Statement	
LBH Waste Management	<ul style="list-style-type: none"> • The (originally) stated provision for 2 bulk bins would cover the requirements of the 4 flats proposed, as collection would be weekly in that case. • However, the arrangement proposed is possibly impractical, as the area to the side is not suitable for bulk bins. This area shows enough room for 4 x 240 general waste and 4 x 240 Blue Bins for an alternative fortnightly collection alongside all other households, which is preferable given the circumstances. Problems may arise with bulk bins if someone parks in front of the proposed bin/bike area, as the bins would not be accessible and therefore wouldn't get emptied. • Given the garden space, room for brown bins must be provided. • There are already 3 bins on site so they will only need to ensure another 5 bins can be put in place. <p><i>Revised Plans:</i></p> <ul style="list-style-type: none"> • As the bin area door opens right next to a parking space, there is the potential for a poorly parked vehicle to be knocked as bins are taken out. Also, the number of bins doors and the amount of space at the side of the house for crews 	<p>Amended plans to address these concerns have been accepted.</p> <p>No objections to the amended plans were raised by Harrow Waste Management</p>

	<p>to work would not be efficient. To ensure collection, bins will have to be brought out on collection day.</p>	
<p>LBH Building Control</p> <p>(Re: Sound-proofing)</p>	<ul style="list-style-type: none"> • The report provided is correct in assessment of Approved Document's requirements in that it does not preclude a living room above a bedroom. Normally on site sound tests would be carried out however these are only pass and fail on the Building Regulation requirements so betterment isn't normally indicated. Also tests are between like type rooms i.e. living to living room/ bedroom to bedroom. • To allow you to assess if it's acceptable additional information/ evidence of the betterment that is stated in the report should be provided. 	<p>Noted. Additional details have been sought as a pre-commencement condition.</p>

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, The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP]. The new draft London Plan, although not yet adopted, must also be given weight where relevant. 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 (2016) when adopted and forms part of the development plan for the Borough. 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.
- 5.4 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration. 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
Character and Appearance of the Dwelling and the Area
Residential Amenity
Accessibility
Traffic and Parking

6.2 Principle of Development

6.2.1 Policy 3.8 of The London Plan (2016) encourages the borough to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Further to this, Core Policy CS1.1 states that 'New residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods, to promote housing choice, meet local needs, and to maintain mixed and sustainable communities'. Policy DM24 of the Development Management Policies supports housing mix with consideration to the location of the site, character of its surrounding, and the need to optimise housing output on previously developed land, while DM26 supports conversion of houses to multiple homes where they provide a satisfactory standard of accommodation.

6.2.2 Having regard to the London Plan and the Council's policies and guidelines, it is considered that the proposed conversion would constitute an increase in housing stock within the borough in terms of unit numbers and tenure types, in an existing residential area, and would therefore be acceptable in principle.

6.2.3 It is noted that there is no policy basis for preserving the property as a single family home as an in-principle matter; whilst a mix of housing types (i.e. both flats and single family dwellings) is typical of the local pattern of development. Furthermore, as the difference in the maximum number of persons who could occupy the flats (bearing in mind that actual occupancy may be lower than the maximum) versus the maximum number of current residents is approximately 4-5 people, this could not be considered to result in a strain on local community services. Finally, in response to concerns regarding overcrowding and social problems, the assumption that the presence of flats inherently results in overcrowding and/or undesirable residents and/or social problems in every case and circumstance, rather than being a result of a number of social and economic factors (one of which is the lack of housing supply) and independent of whether a building comprises flats or a house, is not supported by factual evidence.

6.2.4 The conversion of an existing house to flats is supported in principle.

6.3 Character and Appearance of the Dwelling and the Area

External alterations to the dwelling

- 6.3.1 The proposed replacement of the garage door with a window, replacement of a rear window with French doors, and insertion of roof lights would be minor and not have a discernible impact on character.
- 6.3.2 The proposed raising of the ridge height and alterations to the roof form are identical to the alterations previously approved under planning permission reference P/4490/17. These alterations would result in a higher, but more steeply angled roof slope; and would replace a section of crown roof with a fully hipped roof. No increase in width is proposed. The alterations would therefore in some respects reduce the appearance of bulk in the roof form; and the reduction of the crown roof is supported. As per the report for P/4490/17, the raising of the roof is also considered acceptable due to the fact several properties within the area have been extended to the roof and that the current roof ridge is shallower than that of the neighbouring properties. It is not considered that it would result in harm to the street scene. The proposed raised and altered roof is considered to be acceptable.

Internal Design and Layout of New Dwellings

- 6.3.3 It should be noted that whilst Harrow Policy DM26 states that conversion of the average modest house in Harrow Borough into more than two dwellings frequently results in development which compromises one or more policies, the application property here is far larger than an average modest house in Harrow, which often comprise semi-detached and terraced properties. As demonstrated below, the proposed four flats exceed national and London Plan space standards, and have complied with all other relevant policies, not compromised them.
- 6.3.4 Development proposals would be required to meet policy DM1 of the Development Management Policies Local Plan (2013), which seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”.
- 6.3.5 Policy 3.5C of The London Plan requires shall new residential development to provide, amongst other things, accommodation which is adequate to meet people’s needs. In this regard, minimum gross internal areas (GIA) are required for different types of accommodation, and new residential accommodation should have a layout that provides a functional space. Table 3.3 of The London Plan (2016) specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential

unit GIA's as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD.

6.3.6 Technical Housing Standards in England (2015): These standards came into effect on the 1st of October 2015. The Mayor of London published the London Plan Housing Supplementary Planning Guidance SPG (2016) in order to bring the London Plan in line with the Technical Housing Standard. The Minimum GIA and room standards as set out in the Technical Housing Standards (2015) and The London Plan Housing Supplementary Planning Guidance (SPG). The minimum standards given below are consistent with the Draft New London Plan, as well.

6.3.7 As shown in the table below, the proposed conversion would result in 2 x 1-bedroom (2 person) self-contained flats, 1 x 2-bedroom (3 person) flats and 1 x 2-bedroom (4 person) flat. The proposed dwellings would meet the space standards in terms of GIA and bedroom sizes. The nationally described standards for height have been met, and none of the loft space appears to be less than 1.5m. Whilst some of the rooms are somewhat narrow, all have met the minimum required width. Amendments to the plans included the required internal storage space. It is noted that the assessment here is based on the officer's own measurements using digital plans and tools not necessarily available to the public.

6.3.8 Amendments to the plan have introduced internal storage space for each flat in compliance with the standards.

Flat no.	Room	Proposed Floor Area (m²)	Minimum Floor Area Required (m²)
Flat 1(Ground Floor) 1b 2p	Bedroom (double)	16m ² (double)	11.5m ²
	Internal Storage	1.5m ²	1.5m ²
	Total GIA	58.8m ²	50m ²

Flat 2 (Ground Floor) 1b 2p	Bedroom (double)	12.9m ² (excluding en-suite)	11.5m ²
	Internal Storage	1.5m ²	1.5m ²
	Total GIA	51.1m ²	50m ²
Flat 3 (Upper Floor) 2b 3p	Bedroom (single)	10.8m ²	7.5 m ²
	Bedroom (double)	15.8m ² (including en-suite) (double) [11.7m ² excluding en-suite]	11.5 m ²
	Internal Storage	2.0 m ²	2.0 m ²
	Total GIA	66.3 m ²	61 m ² (for 1-storey dwelling)
Flat 4 (Upper Floor) 2b 4p 2-storey	Bedroom (double)	16.5m ²	11.5 m ²
	Bedroom (double)	14.6m ²	11.5 m ²
	Internal Storage	3.3m ²	2.0 m ²
	Total GIA	87.3m ^{2*} *Area with minimum 2.3m ceiling height = 70m ² , or 80% of Flat 4's GIA	70m ² (for 2-storey dwelling) Minimum of 75% of GIA must have a height of minimum 2.3m

Future Occupier Amenity – Light, Outlook and Privacy

- 6.3.9 All units would be dual aspect, and all of the habitable rooms on the first and second floors would be provided with windows. The bedrooms of Flat 4, which are situated in the loft, would have only the rooflights, however these would be considered to provide adequate natural daylight, even if the outlook is limited, and would therefore not justify refusal.
- 6.3.10 The kitchen and living room of Flat 4, located on the first floor, would be located directly above the bedroom for Flat 2 on the ground floor, resulting in poor stacking and possible disturbances to the residents of Flat 2 in particular. (Note that fire safety issues are under the purview of Building Control regulations, and are not a consideration in regard to stacking or other matters regarding layout as assessed under planning.) Policy DM26 notes that the arrangements of rooms should avoid this, wherever possible. However, the applicant has submitted proposed sound mitigation measures to offset this harm. These have been reviewed by Harrow Building Control officers, who note that the proposed measures would be subject to a pass/fail test as a normal part of building control measures. It is noted that further details are required as to how the betterment of the noise reduction between the rooms is to be achieved are required so as to ensure proper implementation. The capacity to install soundproofing is not in doubt and methods for doing so are available; specifics of the chosen methods only would be required. Furthermore, it should be noted that refusal of planning permission on the basis of such stacking arrangements has been overturned at appeal more than once in recent years (e.g., see Harrow ref: P/0121/17/5261/PINS ref: App/M5450/W/17/3184400), and so is not considered to be sufficient justification for refusal, in particular where additional soundproofing is proposed and can be implemented. Subject to a condition ensuring the full details of sound proofing measures are submitted to the council for approval prior to construction and are implemented as approved, there proposal could be considered acceptable and would not justify refusal on these grounds.

Amenity Space

- 6.3.11 The proposal has been provided amenity space in the rear garden for all flats, with the garden area closest to the building appropriately divided and designated to the two ground floor flats to protect privacy. These ground floor garden areas are accessible via doors in the rear elevation. The spaces designated for the upper floor flats are accessed via the side pathway. The fencing proposed is 1.8m timber fencing, a standard height/type for boundary fences and so would be sufficient to ensure privacy. The proposal is therefore in compliance to Paragraph

5.16 of the Residential Design Guide SPD, and policy DM26 of the Development Management Policies.

- 6.3.12 This is also in compliance with Standard 26 of The London Plan's Housing SPG, which requires a minimum of 5m² of private outdoor space for 1-2 person dwellings and an extra 1sqm for provided for each additional occupant. The application has provided one private outdoor amenity space per unit, with the smallest being 45m². The proposal is therefore acceptable with respect to provision of private amenity space.

Forecourt Treatment

- 6.3.13 The proposed layout for the forecourt retains much of the existing hard standing and car parking; however the boundary walls would be altered to create a pedestrian pathway from the pavement to the front entrance. The proposal would also introduce soft landscaping along this foot path. Whilst the amount of greenery would be relatively small, it would represent an improvement to the front curtilage over the existing. The details of hard and soft landscaping can be dealt with via condition.

Bin Storage

- 6.3.14 The proposal has included a space for bins to the side of the building, which is the preferred siting for a detached or semi-detached dwelling. The originally proposed bin storage was not sufficiently large enough accommodate the bulk bins initially proposed (1 x 1110L bin and 1 x 1280L blue bin); while the layout with the orientation of the gate was both awkward and did not allow sufficient clearance with the proposed parking spots in the forecourt.
- 6.3.15 The amended plans have changed the type of bin from bulk bins to ordinary householder bins, and the revised bin storage layout is of an adequate size to accommodate them at the side of the house, and out of site on non-collection days. The number of bins proposed, including space for garden waste bins for each household, is correct for the number of units. The layout with the gate access is improved, and due to the removal of one of the car parking spots, there is sufficient space for manoeuvring the bins out for collection. However, Harrow's waste department has clarified that collection from the storage area by council staff would not likely be practical, and so the bins would have to be brought out for collection.

6.3.16 A concern has been raised that as the bins are kept communally, they will not be responsibly attended to by occupants. However, removing the bins further into the individual rear garden spaces would be both impractical and illogical given the proposed arrangements are satisfactory and much closer to the kerb, thus less troublesome to manage. Additionally, this ultimately comes down to the behaviour and attitudes of individuals, which are not factors determined by housing or tenure type. However, a standard condition regarding bin storage is recommended below. An additional concern has been raised that the bin collection would be noisier, however it is unclear how specifically the addition of 5 bins would significantly increase the noise of collection.

6.3.17 The revised proposal has therefore complied with the requirements of Policy DM45 and Harrow's Code of Practice for Storage and Collection of Refuse (2016). Subject to a condition ensuring the bins are kept in the storage area except on collection days, the revised proposal is considered acceptable.

6.4 Residential Amenity

6.4.1. The proposed alterations to windows and doors would not result in impacts to the amenities of neighbouring properties. An objection was raised that the first floor windows to the rear would result in overlooking to neighbouring properties. However, these are existing windows to habitable rooms; thus there would be no change from the existing with respect to the neighbouring properties. It is further more noted that the window arrangement is typical of suburban areas.

6.4.2. Concerns have been raised in public comments regarding shadowing impacts on neighbouring properties from the raised roof ridge. However, as per the previous planning reference P/4490/17, the new roof would still be set in the central part of the roof, well away from neighbouring properties, would not increase the expanse of the roof. It is considered that the relatively modest additional height of the new roof, which would not be excessive in comparison to the heights of other properties in the area, would not cause an unacceptable amount of overshadowing or loss of light to the neighbouring properties. It is noted that no objections were received regarding the increased ridge height or overshadowing impacts in response to public consultation for the previous planning permission P/4470/17.

6.4.3. In terms of noise, disturbance and privacy, the increase in maximum occupancy of the flats comprising a total of six bedrooms compared to the maximum occupancy as a single family dwelling either in its current state with four bedrooms or with six bedrooms were P/4490/17 to be implemented, would not be of such a scale as to comprise a significant transformation in terms of noise and disturbance. In terms of privacy, none of the proposed windows result in undue overlooking beyond established levels in this location, and the rear garden areas would be fenced.

6.4.4. With respect to the amenities of future occupiers of the site, this is largely covered in the previous section. As noted above, private outdoor amenity space is provided of more than adequate size and a suitable arrangement for all flats, with the garden areas immediately to the rear of the ground floor flats belongs to each ground floor flat respectively, thus ensuring their privacy, in compliance with Policy DM 26 of the Development Management Policies (2013) and the Residential Design Guide SPD.

6.5 Accessibility

6.5.1 Core Policy CS1.K of the Harrow Core Strategy and Policies 3.8, 7.1 and 7.2 of The London Plan (2016) require all new housing to be built to Lifetime Homes Standards. The applicant's submitted information states that two of the units would comply with Lifetime Home Standards. However, this has been replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings. However, accessibility is not expected of 100% of homes, and the above standards are primarily directed at new-build housing. Policy 3.8 of The London Plan notes that Part M of the Building Regulations generally does not apply to dwellings resulting from a conversion; and it is expected that the nature of an existing building will have limitations in terms of adaptability to current standards.

6.5.2 The proposal includes provision for blue badge holders, which has been welcomed. The front entrance is 1.5m wide and a ramp is indicated along the footpath to overcome the existing shallow step. The ground floor flats have sufficient turning space for wheelchairs throughout, although internal doorways should be made wider than indicated on plan where practical. This would normally be addressed through Part M of building control regulations, rather than through planning. It is not expected that upper floor flats would meet all accessibility criteria in the case of conversions.

6.5.3 Access to the rear gardens is via steps for both ground floor flats, however in the event that alternate access was required for occupants with reduced mobility, alterations could be sought via planning permission, or other solutions which may not require planning permission might be available. The proposal is therefore acceptable in terms of accessibility.

6.6 Traffic and Parking

- 6.6.1. The London Plan and the adopted Harrow Core Strategy encourage and advocate sustainable modes of travel and requires that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided. Policy DM42 of the Development Management Policies requires new development to comply with relevant London Plan standards. It should be noted that the assessment below is based on information provided by Harrow's Highways Authority.
- 6.6.2. The site is located in near the boundary between PTAL 1a and 2. However, Hatch End train station and local bus stops is approximately 15 minutes' walk away, and would be easily accessible for those able to walk without difficulty. Similarly, there are shops and services on Uxbridge Road which would be walkable for those without mobility challenges, thus allowing for the potential to support more sustainable transportation and reduced car trips, in line with the strategic importance of promoting sustainable transportation and modal shifts as set out in the NPPF and The London Plan, and reflected in Harrow's Local Plan documents (Core Strategy CS1 and Development Management Policies Policy DM2) which directs growth to town centres and other locations well served by public transport. Although the new Draft London Plan is not yet finalised or adopted and has limited weight, as currently written it would further support this under Policy H2 (Small Sites), which in its current form states that sites within 800m of a rail station would be supported for residential development or conversion.

Car Parking

- 6.6.3. There are currently two existing access points and in-curtilage parking for 3-4 cars. The proposal originally indicated 3 car parking spaces; however several issues arose with this. First, such an arrangement would have required widening of the existing access, which amongst other things would likely have impacted on a mature street tree, and would not have been considered acceptable. Second, this left insufficient room for bin and bicycles to get through the side gate and be manoeuvred in and out.
- 6.6.4. The revised proposal has reduced the car parking spots to two. This does resolve the two issues noted above thus improving the functionality of the forecourt layout, plus one blue badge spot is provided. This level of parking would comply with The London Plan and local policies. Harrow Highways Authority has also confirmed that the proposed level of car parking would be appropriate and in compliance with policy for the site.

- 6.6.5. It has been noted that public comments raise concerns regarding parking demand in the area. This includes the impact of recent parking controls introduced in The Avenue, a matter which Highways officers are aware of, and highways department correspondence indicates the issue has been raised directly with that department previously. The Highways Authority acknowledges that where there are existing pressures, it is possible that overspill parking from the development could occur, and three spots would be an ideal in this situation. Nevertheless, in the overall context and scale of the area, a proposal for 4 flats is considered to be unlikely to have significant highways and parking impacts, including services and emergency access. Furthermore, this consideration must be balanced with the issues created by the previously proposed layout with three spaces.
- 6.6.6. Some of the concern regarding parking is based on assumptions about car ownership levels, rather than facts. However, these should be assessed based on available evidence, albeit recognising that personal choice plays a role in the outcome. In particular, concerns raised in public comments assume that because the single family houses in the area typically have car ownership levels of 2-4 per household, the flats will as well; and/or that not every household, but rather every resident in each household would have their own individual car. Equating car ownership levels of the large 3-6 bedroom houses typical of the area to those of 1-2 bedroom flats however, may not be appropriate or sound.
- 6.6.7. Harrows Highways Authority have provided the following data:
- “Census data indicates that in this area 88.3% of households have access to at least one car or van however this data set does cover all household types in the area and we would normally expect this figure to be a bit lower for flats....There may still be an overspill of parking but if the majority of current on-street parking is caused by commuters, we can expect that during evenings and weekends this demand reduces”*
- “...More accurate data for car ownership specifically for flats in this area and the Census data shows that 64% of flats have access to at least one car.”*
- 6.6.8. As demonstrated by the data, flats would be expected to have lower levels of car ownership than large houses. The impacts of commuter parking overspill (from the train station) would be lowest in the evenings and weekends when residents would be most likely to require more parking. On this basis the Highways officer re-iterated that 2 spots would meet the minimum requires and would be considered to comply with Policy 6.13 of The London Plan and DM42 of the Harrow Development Management Policies Local Plan

- 6.6.9. Also as noted in comments above, and in public representations, much of the parking problems arise from commuter parking from the train station and high levels of car ownership, which reasons pre-date and are not directly caused by the presence or absence of flats. Although it is acknowledged that some small increase in street parking could arise, the main causes of the problem raised by residents lie outside the scope of this application.
- 6.6.10. No specific concerns regarding the junction with Hazelcroft have been raised by the Highways Authority. If cars are parking illegally and blocking the junction, this should be dealt with as a matter of highways enforcement. If the blockages result from legal parking, this would be again be a matter for the Highways Authority to consider. In either case, it is outside the scope of this application.
- 6.6.11. Concerns have also been raised regarding the use of Cedar Drive as a cut-through and dangerous driving and accidents resulting from this. However, the actions and behaviours of individual non-residents driving through the area cannot be considered to be a justified reason for refusal for the proposal, as they do not arise from the proposal or fall within the scope of the application.
- 6.6.12. The applicant has submitted a Transport Statement dated May 2018, in response to public concerns reading parking. This document primarily concerns parking availability as per a parking survey conducted by that applicant's consultant on 16th and 17th May, 2018. Concerns have been raised in public representations as to the accuracy of the report and its methodology. However, as the officer's assessment does not rely on this information, and given that the Highways officer did not have any further comments to make above already provided information in relation to this document, the matter is not considered to require further investigation.

Cycle parking

- 6.6.13. The proposal includes cycle parking towards the side and rear. Under Policy 6.9 and Table 6.3 of The London Plan, the correct quantum required is 2 cycle spaces per 2-bedroom unit, and 1 cycle space per 1-bedroom unit, thus 6 spaces are required. The initial proposal provided only 4 cycle spaces. Additionally, the width of the access walkway was less than 1.0m and insufficient room existing for a bicycle to be manoeuvre past parked cars into the side gate, and so would not meet the London Cycle Design Standards.

6.6.14. These matters have been addressed via the amended plans, which have reduced the car parking spaces and included the correct number of spaces. The Highways Authority has commented that the revised plans are acceptable. A condition approve the details of the cycle storage to ensure it is secure, sheltered, and fit for purpose has been recommended.

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposal would contribute towards the smaller housing stock within the borough and the quality of accommodation for the future occupiers of the residential units would be in accordance with the development plan and policies. Furthermore, it is considered that the proposal would not have an unduly harmful impact on the residential amenities of the neighbouring occupiers, and had complied with the relevant policies as set out in this report. Accordingly, the development is recommended for grant.
- 7.2 For these reasons, 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 & 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: L/1243/2.3/01 Rev B; L1243/2.3/02 Rev B; L/1243/2.3/03; L/1243/2.3/04; L/1243/2.3/05 Rev C; L/1243/2.3/06; L/1243/2.3/07 Rev A; L/1243/2.3/08; Design & Access Statement [Ref: L1243]; Letter from Auricl Acoustic Consulting dated 18 May 2018 (Proposed sound mitigation measures); Letter dated 20 May 2018 (Re: revisions); Transport Statement dated May 2018 [Reference: P1918]

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

3. **Materials**

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

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

4. **Cycle Parking**

Notwithstanding the approved plans the development hereby permitted shall not be occupied until there has been submitted to, and approved by, the local planning authority, details of the proposed cycle parking in line with London Cycle Standards. The development shall be carried out as approved and shall thereafter be retained.

REASON: To ensure that adequate cycle parking provision is made for more sustainable transport modes on the site, in accordance with Policy 6.9 of the London Plan (2106) and Policy DM42 of the Harrow Development Management Policies Local Plan (2013).

5. Sound Mitigation Details and Implementation

Notwithstanding the details of the submitted sound mitigation report, the development hereby approved shall not be commenced until full details of the measures for sound insulation between the flats have been submitted to and approved in writing by the Local Planning Authority. The sound insulation measures shall be installed in accordance with details so approved and thereafter be retained. Details are required prior to the commencement of the development as the details required will be integral to the construction and conversion works, and approval of details beyond this point would be likely to be unenforceable.

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

6. Approval of Landscaping Details

Notwithstanding the details shown on the approved plans, the development hereby approved shall not be occupied until revised plans and details of hard and soft landscape works in the forecourt, and rear garden have been submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities. The proposed scheme shall therefore be implemented in accordance with the approved plans and retained as such thereafter.

REASON: To safeguard the appearance and character of the area, and enhance the appearance of the development, in accordance with policy CS1.B of the Harrow Core Strategy (2012), policies DM 1, DM 22, and DM26 of the Development Management Policies Local Plan (2013), and the adopted Harrow Supplementary Planning Document: Residential Design Guide (2010) Details are required prior to the occupation of the development as the approval of details beyond this point would be likely to be unenforceable.

7. Landscaping Details

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

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with policy DM22 of The Development Management Policies Local Plan (2013)

8. Refuse Storage and Management

The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing.

REASON: To safeguard the appearance of the locality, as required by policy DM 45 of the Harrow Development Management Policies Local Plan (2013).

9. Removal of Permitted Development Rights

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

REASON: To enable the Local Planning Authority to fully consider the effects of development normally permitted by the Town and Country Planning (General Permitted Development) Order 2015 to maintain mixed, balanced, sustainable and inclusive communities and in the interests of residential and visual amenity in accordance with Policy DM1 of the Harrow Development Management Policies 2013, Policy CS1(B) of the Harrow Core Strategy 2012, Policy 7.4 of the London Plan 2016 and the Core Planning Principles of the National Planning Policy Framework 2012.

Informatives

1. Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2018)

The London Plan (2016):

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 6.9 Cycling
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture

Draft New London Plan:

- Policy D01 London's form and characteristics
- Policy D2 Delivering good design
- Policy D3 Inclusive design
- Policy D4 Housing quality and standards
- Policy D5 Accessible housing
- Policy D10 Safety, security and resilience to emergency
- Policy H1 Increasing housing supply
- Policy H2 Small Sites
- Policy H12 Housing size mix
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6.1 Residential parking

Harrow Core Strategy (2012):

- CS1.B Local character
- CS1.H-K Housing
- CS1.R Transport

Harrow Development Management Policies Local Plan (2013):

- DM1 Achieving a High Standard of Development
- DM2 Achieving Lifetime Neighbourhoods
- DM10 On Site Water Management and Surface Water Attenuation
- DM24 Housing Mix
- DM26 Conversion of Houses and other Residential Premises

DM27 Amenity Space
ODM42 Parking Standards
DM45 Waste Management

Supplementary Planning Documents:

Supplementary Planning Document: Residential Design Guide (2010)
Mayor of London Housing Supplementary Planning Guidance (2016)
Technical housing standards - nationally described space standard (2015)

1. Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

2. Party Wall Act

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

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

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

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the Portal website:

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

3. Protection of 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.

4. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the Considerate Contractor Code of Practice. In the interests of minimising any adverse effects arising from building operations, the limitations on hours of working are as follows:

0800-1800 hours Monday - Friday (not including Bank Holidays)

0800-1300 hours Saturday.

5. Mayor of London CIL

Please be advised that approval of this application (either by Harrow Council, or subsequently by the Planning Inspectorate if allowed on appeal following a refusal by Harrow Council) will attract a Community Infrastructure Levy (CIL) liability, which is payable upon the commencement of development. This charge is levied under s.206 of the Planning Act 2008 Harrow Council, as CIL collecting authority, has responsibility for the collection of the Mayoral CIL

The CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £35/sqm, is £10,041.50.

This amount however does not include indexation, which will be included when a formal Liability Notice is issued. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

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

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

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

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

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

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

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

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

6. Harrow CIL

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

Residential (Use Class C3) - £110 per sqm;

Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis) - £55 per sqm;

Retail (Use Class A1), Financial & Professional Services (Use Class A2),

Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4)

Hot Food Takeaways (Use Class A5) - £100 per sqm

All other uses - Nil.

The Harrow CIL Liability for this development is: £31,559.00. This figure excludes indexation, which will be included when a formal Liability Notice is issued. The CIL Liability is payable upon the commencement of development.

You are advised to visit the planning portal website where you can download the relevant CIL Forms.

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

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

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

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

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

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

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

7. Sustainable Urban Drainage System (SUDS)

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 (2016) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information.

8. Permeable Paving

Please note that guidance on permeable paving has now been published by the Environment Agency on

<http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

9. Surface and Foul Water Connections

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

10. Street Naming and Numbering

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

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

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

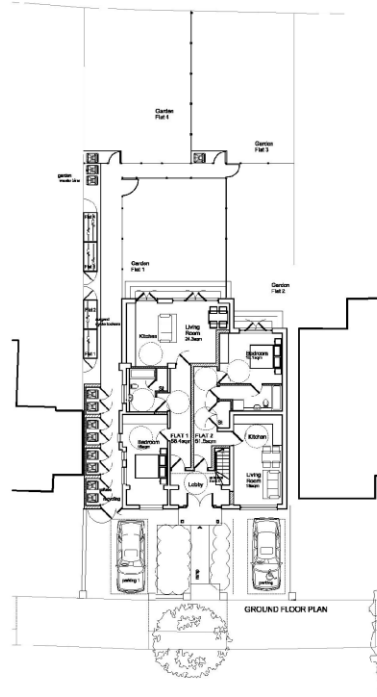
http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering

11. 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.

APPENDIX 2: SITE PLAN



SITE PLAN 1:200



date	rev	revision/author/checker	drawn	D.J.L.	project	purpose of issue
17 May 18	A	Site & cycle store and parking amended	checked		60 CEDAR DRIVE HATCH END PINNER HA5 4DE - CONVERSION	PLANNING
22 May 18	B	Rm & cycle store amended	scale	As indicated	LOCATION AND SITE PLANS	drawing no L1243/2.3/01
			date	MAR 18		REV B
Loxton & Associates 1 Morland Close Hampton Middlesex TW12 3YX G20 8941 5631						



APPENDIX 3: SITE PHOTOGRAPHS



Front of site & access (Application site w/ light coloured garage door; no. 58A to right)



Front of no. 58A (right)



Front of site & access (no. 62 to the left)

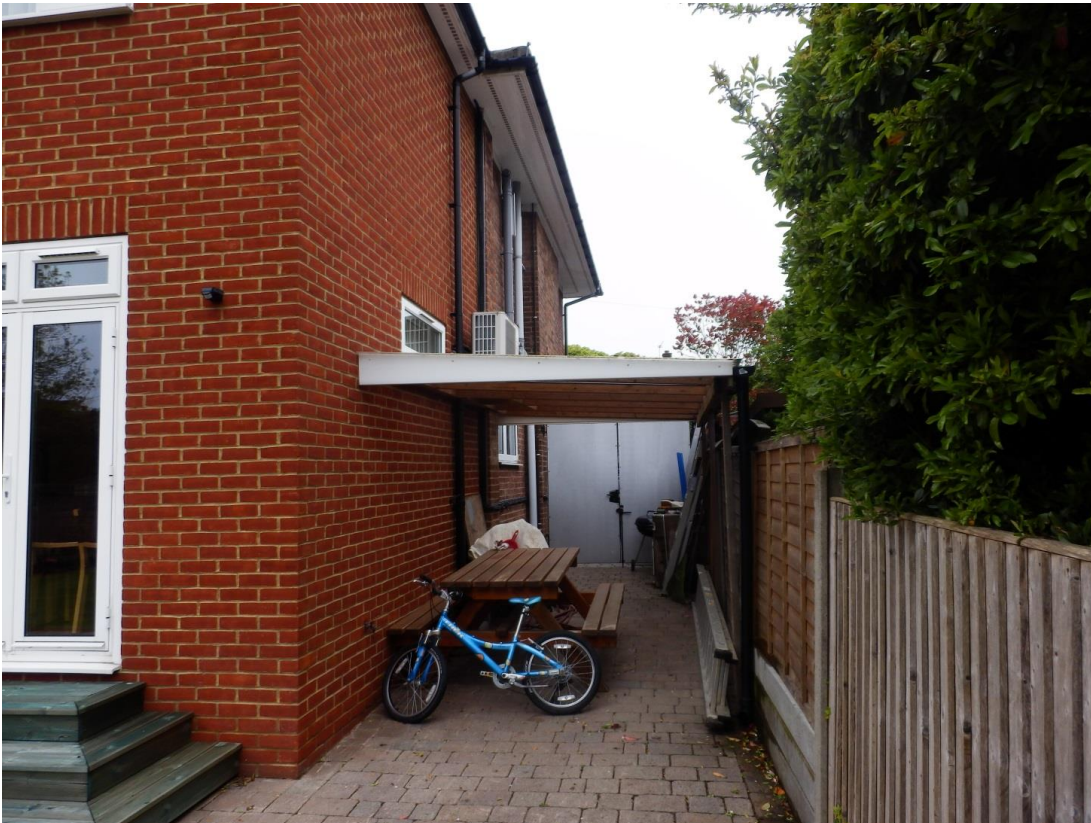


Front of no. 62 (left)



Gap w/ no. 62 (proposed bike & bin storage)





Proposed storage area from the rear



Rear elevation



Rear garden





Rear of no. 62

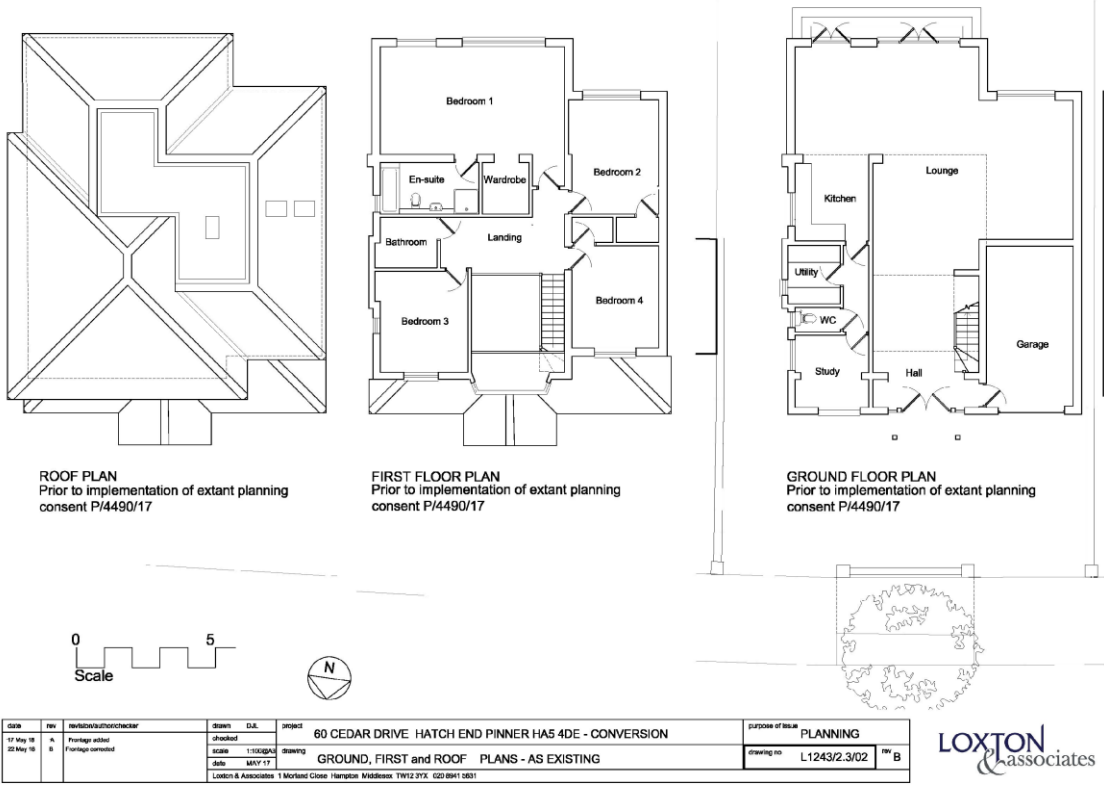




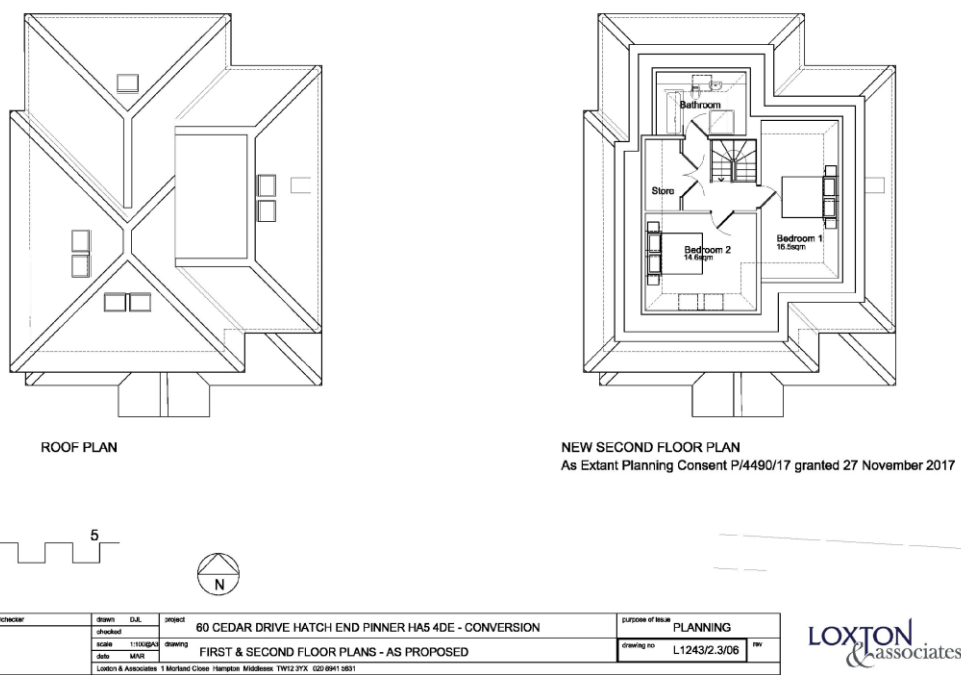
Rear of no. 58A



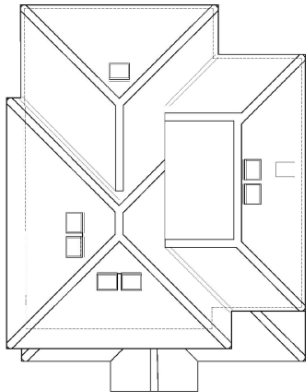
APPENDIX 4: PLANS AND ELEVATIONS



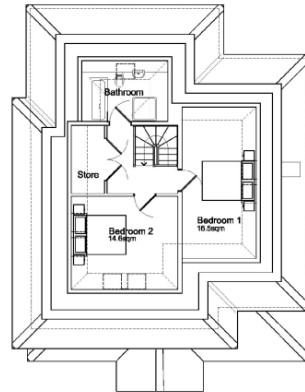
Existing Floor Plans



Proposed Ground and First Floor Plans



ROOF PLAN



NEW SECOND FLOOR PLAN
As Extant Planning Consent P/4490/17 granted 27 November 2017



date	rev	author/checked	drawn	D.L.	project	60 CEDAR DRIVE HATCH END PINNER HA5 4DE - CONVERSION	purpose of issue	PLANNING
			checked		scale	1:100(A4)	drawing no	L1243/2.3/06
			date	MAR 18	drawing	FIRST & SECOND FLOOR PLANS - AS PROPOSED	rev	
<small>Loxton & Associates 1 Market Close Haregate Middleham YO12 2TX 020 8941 0801</small>								



Proposed Loft Floor and Roof Plans



STREET ELEVATION - AS PROPOSED
Additional Story As Extant Planning Consent P/4490/17 granted 27 November 2017



STREET ELEVATION - AS EXISTING



date	rev	author/checked	drawn	D.L.	project	60 CEDAR DRIVE HATCH END PINNER HA5 4DE - CONVERSION	purpose of issue	PLANNING
			checked		scale	1:100(A4)	drawing no	L1243/2.3/04
			date	MAR 18	drawing	STREET ELEVATION	rev	
<small>Loxton & Associates 1 Market Close Haregate Middleham YO12 2TX 020 8941 0801</small>								



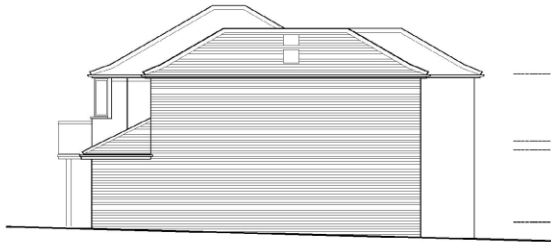
Existing & Proposed Street Elevations



SOUTH (REAR) ELEVATION
Prior to implementation of extant planning consent P/4490/17



WEST (FLANK) ELEVATION
Prior to implementation of extant planning consent P/4490/17



EAST (FLANK) ELEVATION
Prior to implementation of extant planning consent P/4490/17



NORTH (FRONT) ELEVATION
Prior to implementation of extant planning consent P/4490/17



date	rev	revised by/checked by	drawn	D.U.L.	project	purpose of issue
					60 CEDAR DRIVE HATCH END PINNER HA5 4DE - CONVERSION	PLANNING
					ELEVATIONS - AS EXISTING	drawing no. L1243/2.3/03
<small>Loxton & Associates Morland Close Hampton Middlesex TW12 3YX 020 8941 0831</small>						



Existing Elevations



SOUTH (REAR) ELEVATION



WEST (FLANK) ELEVATION



EAST (FLANK) ELEVATION



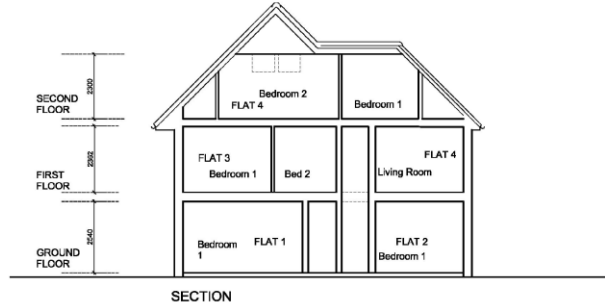
NORTH (FRONT) ELEVATION
Additional Story As Extant Planning Consent P/4490/17 granted 27 November 2017



date	rev	revised by/checked by	drawn	D.U.L.	project	purpose of issue
17 May 18	A	Bin store amended			60 CEDAR DRIVE HATCH END PINNER HA5 4DE - CONVERSION	PLANNING
					ELEVATIONS - AS PROPOSED	drawing no. L1243/2.3/07
<small>Loxton & Associates Morland Close Hampton Middlesex TW12 3YX 020 8941 0831</small>						



Proposed Elevations



0 5
Scale

date	rev	revised by/checked by	status	D.L.	project	purpose of issue
			checked		60 CEDAR DRIVE HATCH END PINNER HA5 4DE - CONVERSION	PLANNING
			scale	1:100(AS)	drawing	drawing no. L1243/2.3/08 rev
			date	MAY 18	SECTION - AS PROPOSED	
Loxton & Associates 1 Morland Close, Hampton, Middlesex TW12 2YX. 020 8941 0831						



Proposed Sections

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