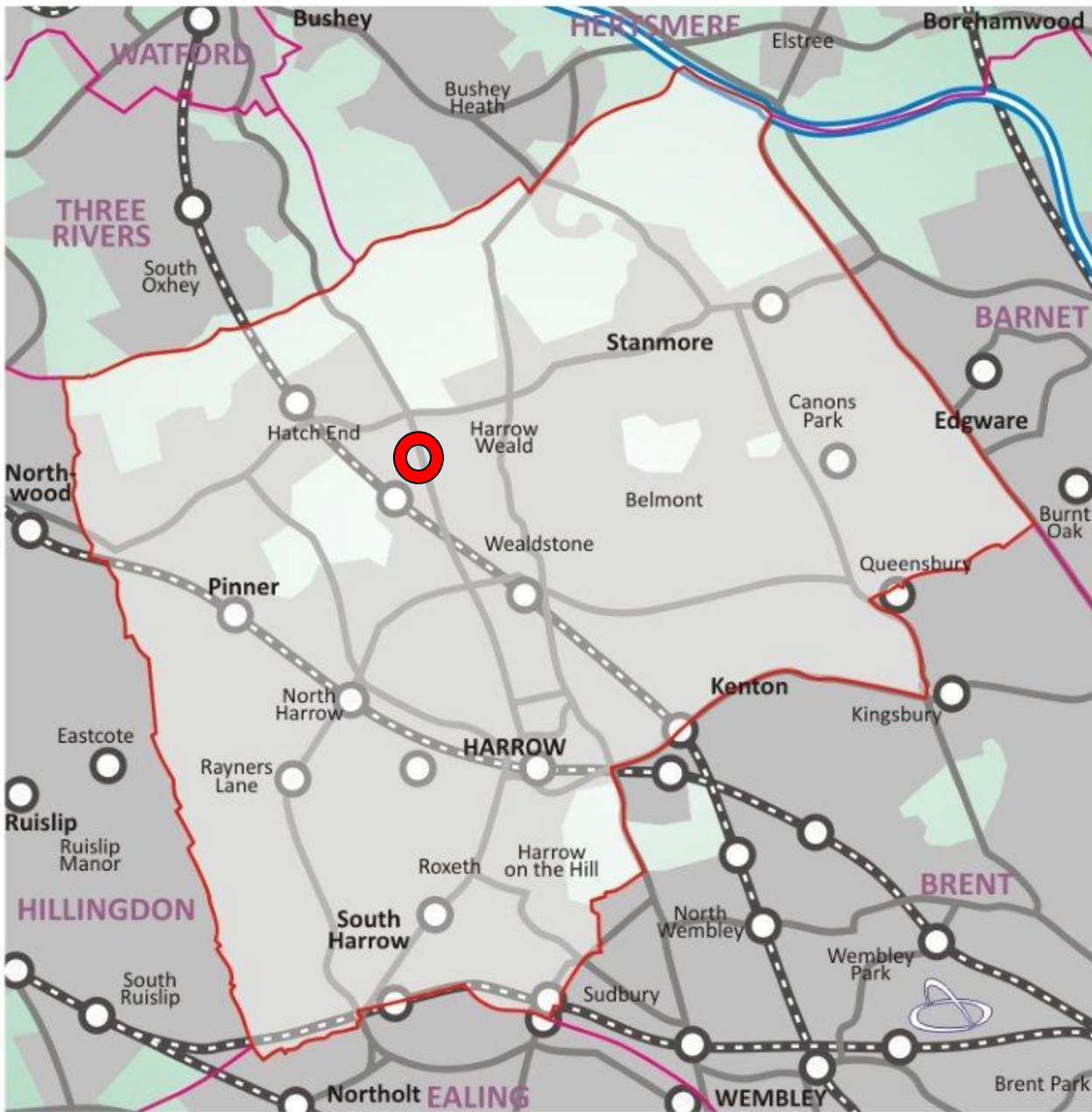
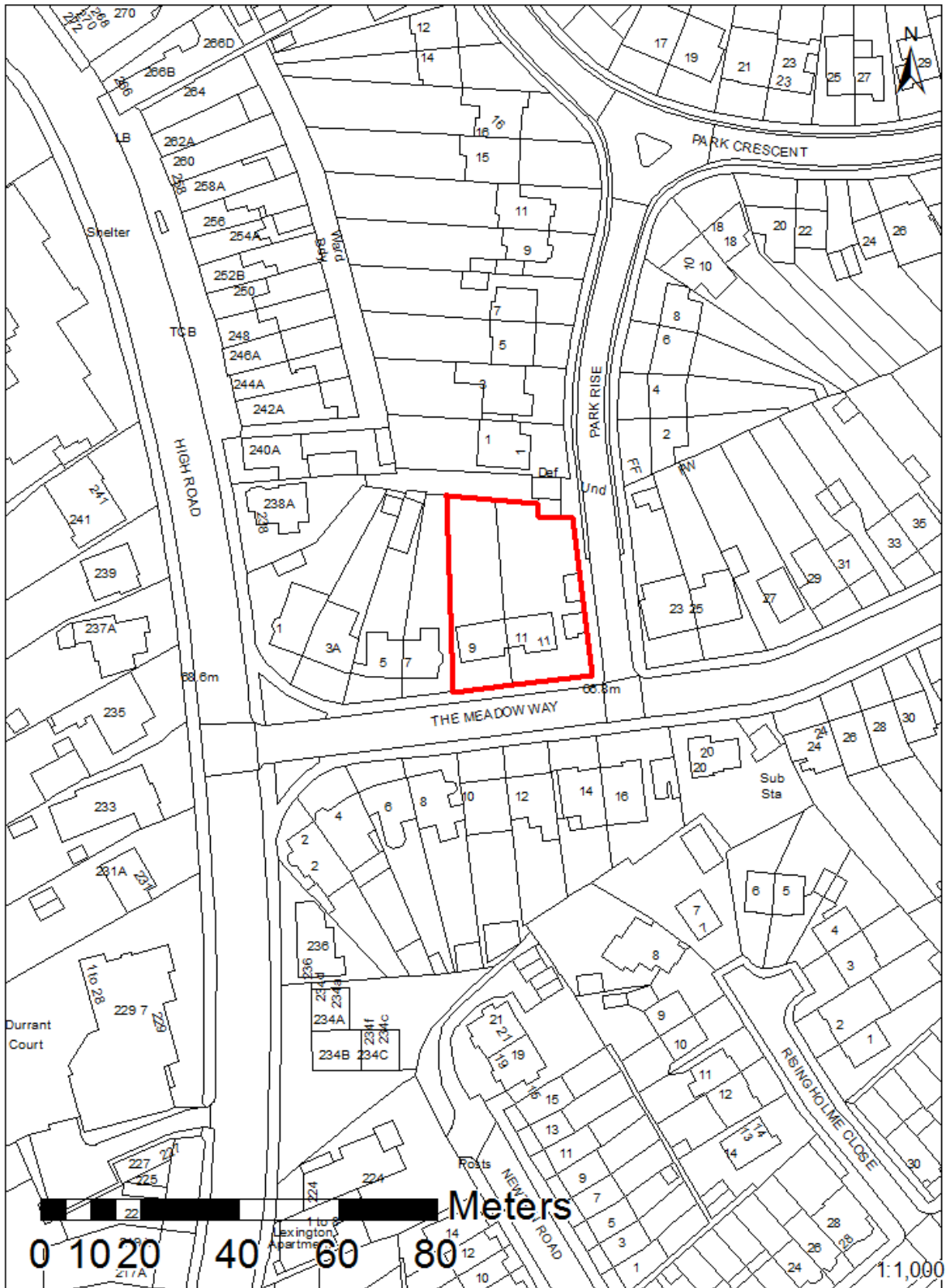


 = application site



|                                  |                  |
|----------------------------------|------------------|
| <b>9 &amp; 11 The Meadow Way</b> | <b>P/3889/18</b> |
|----------------------------------|------------------|

# 9 & 11 The Meadow Way



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# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

13<sup>th</sup> February 2018

**APPLICATION NUMBER:** P/3889/18  
**VALIDATE DATE:** 19<sup>TH</sup> SEPTEMBER 2018  
**LOCATION:** 9 AND 11 THE MEADOW WAY, HARROW  
**WARD:** WEALDSTONE  
**POSTCODE:** HA3 7BN  
**APPLICANT:** VERE LIMITED  
**AGENT:** MICHAEL BURROUGHS ASSOCIATES  
**CASE OFFICER:** NABEEL KASMANI  
**EXTENDED EXPIRY DATE:** 28/02/2019

### PROPOSAL

Re-development to provide a two storey building with habitable roofspace for nine flats; private amenity space; landscaping; boundary treatment; parking; bin / cycle storage

### RECOMMENDATION

The Planning Committee is asked to:

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

### REASON FOR THE RECOMMENDATIONS

The proposed redevelopment of the site would bring forward housing provision of a satisfactory mix, layout and design to ensure that the future occupiers would benefit from a high standard of living accommodation. The replacement building would be appropriate within the urban environment in terms of material presence and design and would reflect the pattern of development and character of the locality. Given the context of the site, the application would not unacceptably impact upon the amenity of neighbouring occupiers in terms of: privacy/outlook, daylight, sunlight, overshadowing, noise and disturbance, and the transport aspects of this proposal are considered to be in accordance with strategic and local transport policies. Officers conclude that the proposed development is worthy of support.

## **INFORMATION**

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

|                           |                       |
|---------------------------|-----------------------|
| Statutory Return Type:    | (E)13 Minor Dwellings |
| Council Interest:         | n/a                   |
| GLA Community             | £34,434               |
| Infrastructure Levy (CIL) |                       |
| Contribution:             |                       |
| Local CIL requirement:    | £107,740              |

## **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 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 proposed access 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**

| <b>The Site</b>            |   |
|----------------------------|---|
| Address                    | 9 & 11 The Meadow Way, Harrow, HA3 7BN            |
| Applicant                  | Vere Limited                                      |
| Ward                       | Wealdstone  |
| 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   |
| Flood Zone                 | n/a – the site is within a Critical Drainage Area |
| Other                      | n/a   |

| <b>Housing</b> |                                      |                            |
|----------------|--------------------------------------|----------------------------|
| Density        | Proposed Density hr/ha               | 220hr/ha                   |
|                | Proposed Density u/ha                | 90u/hr                     |
|                | London Plan Density Range (suburban) | 150-250hr/ha<br>70-170u/ha |
| Dwelling Mix   | 1 bed, 2 person                      | 5 units                    |
|                | 2 bed, 3 person                      | 3 units                    |
|                | 2 bed, 4 person                      | 1 unit                     |

| <b>Transportation</b> |                                   |   |
|-----------------------|-----------------------------------|---|
| Car parking           | No. Existing Car Parking spaces   | 3   |
|                       | No. Proposed Car Parking spaces   | 9 Spaces (4 in the forecourt and 5 at the rear) |
| Cycle Parking         | No. Existing Cycle Parking spaces | 0   |
|                       | No. Proposed Cycle                | 9   |

|                             |   |   |
|-----------------------------|---|---|
|                             | Parking spaces (residential use)              |   |
| Public Transport            | PTAL Rating                                   | 2/3   |
|                             | Closest Rail Station / Distance               | Harrow & Wealdstone (0.7 miles)                             |
|                             | Bus Routes                                    | 340, 258, 182, 140 (250m away)<br>H18, H19, H12 (340m away) |
| Parking Controls            | Controlled Parking Zone                       | No  |
|                             | CPZ Hours                                     | n/a   |
|                             | Other on-street controls                      | n/a   |
| Refuse/Recycling Collection | Summary of proposed refuse/recycling strategy | Communal bin store fronting Park Rise                       |

## **PART 2: Assessment**

### **1.0 SITE DESCRIPTION**

- 1.1 The application site comprises two semi-detached dwellings located on the northern side of The Meadow Way in the part adjacent to the intersection with Park Rise. The subject dwellinghouses are characterised by distinct front elevation gable projections and subordinate first-floor side projections. The subject dwellinghouses are previously unextended at the rear. No. 9 does however feature a rear dormer.
- 1.2 Adjoining the application site to the west is no. 7 The Meadow Way. The front elevation is set forward of the subject properties and the dwellinghouse is sited at slight angle reflecting the curvature of these properties near the junction.
- 1.3 Adjoining the application site to the rear is a shared access road serving the rear gardens of nos. 1-11 The Meadow Way. Beyond this to the rear, is no. 1 Park Rise, a two-storey detached dwellinghouse which is sited perpendicular to the subject dwellinghouse. That neighbouring dwellinghouses has been previously enlarged by virtue of single and two-storey side and rear extensions
- 1.4 To the east of the application site on the other side of Park Rise, is no. 23 The Meadow Way. This is a two-storey semi-detached dwellinghouse which has been enlarged by means of a two-storey side extension and single storey rear extension
- 1.5 The property is located within a Critical Drainage Area and is located approximately 100m away from the Harrow Weald Local Centre.

### **2.0 PROPOSAL**

- 2.1 The application proposes a redevelopment of the site to provide a two-storey building with habitable roofspace for nine flats. The proposed building would have a greater footprint and massing than the existing dwellinghouses, but seek to broadly replicate the design by retaining two front gable projections and subordinate gable profile in the side elevations. The proposal would not increase above the ridge height of the existing dwellinghouses.
- 2.2 The proposed development would subdivide the rear garden to provide private amenity space for the occupiers of Flat nos. 1-4, 5 and 7. A front facing balcony is proposed to flat 6 and rear facing inset balconies are proposed for flats 8 and 9.
- 2.3 The proposed development would provide a total of 9 off-street parking spaces. Four parking spaces would be provided within the forecourt and five spaces would be provided to the rear of the building which would be accessed via the existing crossover along Park Rise. A mixture of hard and soft landscaping would be provided within the forecourt.
- 2.4 Refuse storage would be located adjacent to the parking spaces at the rear of the proposed building and secure cycle storage would also be provided for the proposed flats

## Amendments during the course of the application

2.5 The following amendments have been made during the course of the application:

- The increased footprint and massing to the front of the building has been removed
- Additional soft landscaping and defensible planting is proposed within the forecourt
- The layout and residential mix of the proposed flats have been amended. Formerly (1 x one bed two person, 3 x two bed three person and 5 x two bed, four person)
- The rear balconies for the first-floor units have been omitted and replaced with private rear garden space

## **3.0 RELEVANT PLANNING HISTORY**

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

| <b>Ref no.</b>                 | <b>Description</b>   | <b>Status and date of decision</b> |
|--------------------------------|--|------------------------------------|
| <i>9 The Meadow Way</i>        |  |                                    |
| P/4386/17                      | Certificate of Lawful Development<br>Proposed: Single Storey Side and Rear Extensions; Front Porch   | Grant:<br>21/11/2017               |
| <i>11 The Meadow Way</i>       |  |                                    |
| P/0025/15                      | Conversion of Dwellinghouse Into Three Flats with Single and Two Storey Side and Rear Extensions; Bin Storage and Detached Garage Block at Rear for Three Cars (with access from Park Rise)          | Grant:<br>11/03/2015               |
| <i>9 and 11 The Meadow Way</i> |  |                                    |
| P/0968/18                      | Re-development to provide a two storey building with habitable roofspace for nine flats; private amenity space for ground floor flats; landscaping; boundary treatment; parking; bin / cycle storage | Refused:<br>04/05/2018             |

## **4.0 CONSULTATION**

4.1 A total of 10 consultation letters were sent to neighbouring properties regarding this application.

4.2 The initial public consultation period expired on 10<sup>th</sup> October 2018. Following submission of revised drawings, a reconsultation was undertaken which expires on



7<sup>th</sup> February 2019. Any further consultation comments which are submitted once this report is published will be detailed in an addendum.

#### 4.3 Adjoining Properties

|  |    |
|--|----|
| Number of letters Sent   | 10 |
| Number of Responses Received                                   | 4  |
| Number in Support  | 0  |
| Number of Objections (including a petition with 42 signatures) | 45 |
| Number of Objections (following re-consultation)               | 3  |

4.4 A summary of the responses received are set out below with officer comments in Italics:

| <b>Summary of Comments on original consultation (including petition)</b>  |
|---|
| <p><u>Character</u><br/>           Visual amenity impact of refuse bins; building line interrupted; volumetric massing greater; overflowing refuse is currently a problem at no. 11<br/> <i>This has been addressed in section 6.3 of the report.</i></p> <p><u>Amenity</u><br/>           Density is too high; overlooking of neighbouring dwellinghouses; noise and disturbance from balconies; lifetime homes not considered or secure by design; only one unit is drawn for disabled occupants; housing mix could result in multiple families living in each flat;<br/> <i>This has been addressed in sections 6.4 and 6.5 of the report. The proposed housing mix is transparent and the proposal is assessed on the details provided and not on the basis of speculation on future inhabitants. A condition is included to ensure the replacement building is built in accordance with Part M regulations of Building Control (accessible and adaptable).</i></p> <p><u>Highways and parking</u><br/>           Alternative parking arrangement does not address issue; no parking study; on-street parking pressure; congestion;<br/> <i>This has been addressed in section 6.6 of the report.</i></p> <p><u>Other</u><br/>           Ceiling thickness reduced and internal levels dropped; refuse location potential of fire hazard and may cause nuisance with regard to odour and hygiene; intensification is unsustainable; worried about</p> |

increase in crime;

*The proposed construction would need to meet the requirements of buildings regulations which cover the required floor thickness and insulation; a condition is included requiring details of the store for the refuse bins; there is no evidence to indicate that the subject proposal is unsustainable and each case is determined on its own merits; a condition requiring Secure by Design Accreditation is provided*

#### **Summary of Comments following re-consultation**

Same layout as previous plans; same parking problems and refuse issues; overlooking; loss of light; overshadowing; increase in traffic generation; overbearing; overdevelopment

*These comments have been detailed within the report under the respective subsections.*

#### 4.5 Statutory and Non Statutory Consultation

4.6 The following consultations have been undertaken and a summary of the consultation responses received are set out below.

##### LBH Highways

No Objection to the proposal. There are various high frequency bus routes accessible within a short walking distance and the local shops/supermarkets are all within less than a 10 minute walk.

The London Plan 2016 maximum car parking standards would allow for up to 1 space per unit for this proposal, therefore the 9 spaces proposed are not excessive. Car ownership according to Census data shows that this address is within the lowest levels in Harrow at 67% of households having access to at least one car or van. It is not anticipated that this development would generate an amount of parking that would have a significant effect on the surrounding roads if sufficient parking is provided on-site.

There is a minimum requirement for 17 secure, sheltered and accessible cycle parking spaces which should be conditioned. The proposal includes the creation of a new vehicular access; this appears to be acceptable subject to the existing access being reinstated to full height kerb and footway to match the existing.

Should the application be granted, the applicant should contact Highway Network Management to discuss any temporary traffic management measures that may be required during the demolition and construction; email [nrswa@harrow.gov.uk](mailto:nrswa@harrow.gov.uk) or telephone 020 8424 1799.

### LBH Drainage

In line with our Development Management Policy 10, to make use of sustainable drainage measures to control the rate and volume of surface water runoff, to ensure separation of surface and foul water systems, make provision for storage and demonstrate arrangements for the management and maintenance of the measures used, the applicant should submit a surface water drainage strategy. No Objection subject to conditions.

### Arboricultural Officer

A tree protection plan / method statement in relation to the existing retained trees should be provided for approval

### Landscape Architect

No objection subject to conditions for hard and soft landscaping

### Waste and Recycling Officer

The location of the refuse bins are acceptable.

### Secure by Design Officer

Architects wish to achieve Secure by Design Accreditation. Risk of crime for vehicle parking spaces at the rear must be mitigated by the installation of a gate. A planning condition should be included seeking Secured by Design Accreditation.

## **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 (2016) when adopted and forms part of the development plan for the Borough. Given that the draft London Plan is still in the initial stages of the formal process it holds very limited weight in the determination of planning applications. 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.

5.5 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
- Layout, Design, Character and Appearance
- Housing Supply, Mix and Density
- Residential Amenity
- Transport and Parking
- Flood Risk and Trees

### **6.2 Principle of Development**

6.2.1 The application property currently consists of two semi-detached houses. The proposal would require the demolition of these existing homes. While there is no specific policy against the principle of the demolition of the buildings, as they are not protected, Policy 3.14 does safeguard the loss of housing. As the proposal would provide replacement housing of greater floorspace, it is considered that the proposal would be acceptable in this regard.

6.2.2 The replacement building would have an increased footprint and would result in the provision of multiple residential units. As detailed in the officer's delegated report for the previously refused scheme, the enlarged footprint/floor area in conjunction with the intensified residential use of the site would be consistent with Paragraph 3.6(c) of the adopted Garden Land Development SPD (2013). For this reason, the proposal would not constitute Garden Land Development and would be acceptable in principle.

6.2.3 Having regard to Policy 3.8 of the London Plan (2016), it is considered that the proposed flats would provide an increase in smaller housing stock within the Borough, thereby complying with the housing growth objectives and policies of the Harrow Development Plan

### 6.3 Layout, Design, Character and Appearance

- 6.3.1 Chapter 12 of the NPPF states that Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 6.3.2 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within Chapter seven, which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other relevant design policies in this chapter include specific design requirements relating to inclusive design; designing out crime; local character; public realm; architecture.
- 6.3.3 Harrow's Core Strategy Policy CS1B seeks to protect the character of Harrow's suburbs and town centres. Policy DM1 on Achieving a High Standard of Development of the Development Management Policies Document requires all development proposals to achieve a high standard of design and layout. This assessment of the design and layout relates to the massing, bulk, scale and height of the proposed building; the appearance; context; space around buildings; the need to retain or enhance existing landscaping; the functionality of the development; the safe, sustainable and inclusive access.
- 6.3.4 Paragraph 4.16 of the SPD makes clear that development proposals should recognise the scale, massing and roof form of the surrounding environment and should be appropriate in relation to other adjoining buildings and in the street. The proposed replacement building would largely replicate the appearance of the existing dwellinghouses on site, and would be of a similar massing and footprint, if these existing dwellinghouses were to be enlarged in accordance with the guidance provided within the adopted SPD.
- 6.3.5 The replacement building would inevitably appear larger by virtue of its increasing massing. However, effort has been made to replicate the appearance of the existing dwellings. The front M gable and subordinate side projections would provide a degree of articulation and alleviate the bulk and the resulting appearance would be sympathetic to the suburban, metroland character of the area. The replacement building would have a brick finish and clay roof tiles. Officers consider that the proposed siting, scale and massing of the replacement building would not detract from the prevailing character and pattern of development within the locality and the proposed building would have a satisfactory relationship with the neighbouring residential dwellings. The proposal would therefore comply with the relevant policies in this regard.

6.3.6 Designated refuse storage would be provided within the curtilage of the application site and would be easily accessible for the future occupiers and the refuse trucks/vehicles. The Council's Refuse and Recycling Officer has reviewed the proposed arrangement and considered it functional and acceptable. A condition is included requiring details of the proposed refuse store to be submitted and approved in writing by the local planning authority. This will alleviate any nuisance as a result of potential overspill or odours and would provide a screening so ensure the bins do not unacceptably impact upon the appearance of the streetscene.

#### 6.4 Housing Supply, Mix and Density

6.4.1 The NPPF encourages the effective use of land through the reuse of suitably located previously developed land and buildings. London Plan Policy 3.3 provides explicit strategic support for the provision of housing within London.

6.4.2 London Plan Policy 3.4 Optimising Housing Potential seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. The application site area is 0.1 hectares and it has a public transport accessibility level (PTAL) score of 2/3 indicating a moderate level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have an urban setting. The proposed units and habitable room densities fall well within the overall matrix ranges for suburban setting sites as detailed in the factsheet above.

6.4.4 The proposed development would provide 5 x one bed, two person, 3 x 2 bed, three person and 1 x 2 bed, four person flats. The proposed housing mix is considered to be satisfactory and would comply with the policies listed above.

#### 6.5 Residential Amenity

##### Neighbouring Occupiers

6.5.1 A core principle of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy 7.6 of the London Plan states that the design of new buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings in relation to privacy, overshadowing, wind and microclimate.

6.5.2 Harrow Local Plan Policy DM1 undertakes to assess privacy and amenity considerations having regard to, among other things, the prevailing character of amenity and the need to make effective use of land; the relationship between buildings and site boundaries; and the visual impact when viewed from within the buildings and outdoor spaces.

- 6.5.3 The proposed replacement building would have a similar siting to the existing dwellinghouses on site but would have a greater footprint, with a greater width and depth. The proposed replacement building would therefore project approximately 3m beyond the rear elevation of the adjacent rear elevation of the adjoining dwellinghouse, no. 7 The Meadow Way. There would be a minor incursion in the 45 degree line when measured on the horizontal plane from the adjacent first-floor rear elevation of no. 7. However, given the northerly aspect of the rear elevations, the separation distance of the proposed western flank wall from the adjacent boundary (approximately 1.6m) and the degree of incursion, officers consider that this element of the proposal would not result in a detrimental impact upon the residential amenities of the adjoining occupiers at no. 7 and would be consistent with Paragraph 6.29 of the adopted Residential Design Guide SPD.
- 6.5.4 Officers acknowledge that the replacement building would be of a greater massing and scale. Clearly, this would result in a change in outlook when viewed from the rear gardens/habitable rooms of the adjoining and neighbouring dwellinghouses. However, visibility does not equate to harm. The proposed building would feature architectural and design features, such as the subordinate two-storey side/gable projections which would mitigate the perception of its bulk and massing and provide some visual relief. On this basis, it is considered that the visual impact of the proposed development would be acceptable.
- 6.5.5 With regards to privacy, it is noted that the proposal would provide a greater number of windows on the rear elevation, which would serve to provide outlook for an increased number of residential units/households. The replacement building would also have an increased footprint at the rear, meaning the rear elevation would be 3m deeper than as existing. The proposed rear facing windows would be consistent with the existing pattern of development/residential relationship and on this basis and would allow for oblique views to the adjacent rear garden of no. 7 The Meadow Way. The proposed rear elevation would face the flank elevation of no. 1 Park Rise, but a separation distance of some 27m would be retained between the respective elevations. It is noted that the flank elevation of no. 1 Park Rise features windows, but these are considered to be secondary windows and would not be 'protected' for the purposes of the SPD. For these reasons, officers conclude that there would be no unacceptable loss of privacy to the occupiers of these adjoining properties.
- 6.5.6 The proposed residential flats on the second floor would benefit from an inset balcony within the rear roofslope which would provide private amenity space. This arrangement would provide a degree of screening and set-back which would minimise the potential overlooking relationship. For these reasons, it is considered that the proposal would not give rise to an unacceptable degree of perceived or actual overlooking. A condition is included to omit/amend the windows on the proposed western flank elevation in order to safeguard the residential amenities of the occupiers at no. 7 The Meadow Way.

- 6.5.7 The proposed development would provide nine residential flats which on the basis of the residential mix, would likely result in a maximum of 23 people occupying the flats. The proposed development would therefore increase the use profile of the site by virtue of increased levels of vehicular and pedestrian movement. Furthermore, it is accepted that the work and leisure patterns of nine unconnected households are likely to be different to two single households and that this could lead to more frequent comings and goings and different patterns of behaviour. However, on the basis of the residential mix which predominantly consists of one and two bed units, and the modestly accessible location, officers consider that on balance, the residential intensity would not be unacceptable or represent overdevelopment at this particular site such as to cause undue noise and disturbances for the adjoining occupiers.
- 6.5.8 The proposal would provide five off-street parking spaces to the rear of the building, which would be accessed by the vehicular crossover on Park Rise. The car parking spaces would be sited some 11m away from the adjoining occupiers at no. 1 Park Rise to the north, 10.5m from the adjacent rear garden of no. 7 The Meadow Way to the west and 8.5m from the proposed residential units at the subject site. The proposed location of the car parking would inevitably result in some noise and disturbance given the nature of the activity and proximity to the residential units. However, given the limited number of parking spaces in relation to the residential mix (relatively low level occupancy and therefore anticipated degree of activity), the separation distances provided from the adjoining residential units and the existing and proposed boundary treatments which would provide a visual buffer, it is considered that, on balance, the proposal would not have an unacceptably harmful impact on the residential amenities of the adjoining or host occupiers.

#### Future Occupiers

- 6.5.9 Policy 3.5 of the London Plan (2016) sets out several criteria for achieving good quality residential development. The policy aims to ensure that developments enhance the quality of local places and create homes that reflect the minimum space standards and are fit for purposes in other respects. The Mayor's Housing SPG sets out detailed guidance on a range of matters relating to residential quality, incorporating the Secured by Design principles. Core Strategy Policy CS1K requires a high standard of residential design and layout consistent with the London Plan and associated guidance. Policies DM1 Achieving a High Standard of Development and DM27 Amenity Space set out a number of privacy and amenity criteria for the assessment of proposals for residential development
- 6.5.10 The proposed residential flats (with the exception of flat 6) would be dual aspect and would comply with the minimum space standards as set out in The London Plan (2016) for the respective unit typology. The proposed residential flats would have a satisfactory layout and would have a minimum floor to ceiling height of 2.5m over 75% of the floor areas. The submitted drawings show that the proposed layouts would make reasonable provision for the accommodation of furniture and flexibility in the arrangement of bedroom furniture.



- 6.5.11 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. For private amenity space, the SPG requires a minimum of 5m<sup>2</sup> per 1-2 person dwelling and an extra 1m<sup>2</sup> for each additional occupant. The four ground floor flats and two units on the first-floor would benefit from private gardens. Flats 6, 8 and 9 would benefit from private balconies which would exceed 5m<sup>2</sup>. An additional communal garden would also be provided. Officers consider that the form and amount of amenity space proposed is appropriate having regard to the context of the site.
- 6.5.12 The Housing 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 of the Harrow Development Policies (2013) 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. The proposal generally avoids living rooms adjoining the bedrooms of neighbouring flats. Recognising that the design avoids this wherever possible and that the blocks will be required to achieve Building Regulations standards that are current at the time of construction, this is not considered to be unacceptable
- 6.5.13 For these reasons, officers consider that the proposed residential accommodation would provide an appropriate quality of accommodation for the future occupiers in accordance with the above policies.

## 6.6 Transport and Parking

- 6.6.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan Policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 of the London Plan (2015) relate to the provision of cycle and pedestrian friendly environments, whilst Policy 6.13 relates to parking standards.
- 6.6.2 The application proposes to provide nine off-street parking spaces for the residential units. A number of objections relate to the impact of the proposal on parking pressure and congestion within the locality. There is an assumption that the level of car occupancy would be greater than the number of units, and therefore the number of car parking spaces would be insufficient and would spill on to the adjoining streets, which already appear to be under increased parking stress.

- 6.6.3 The application was referred to the Councils Highways Authority who have advised that the proposal would meet the car parking standards within the London Plan. While it is observed that there does seem to be a high demand for on-street parking along The Meadow Way, it is not anticipated that the proposal would generate an amount of parking that would have a significant effect on the surrounding roads if sufficient parking is provided on-site. A proposal of this size would not normally be required to provide any specific investigation into parking generation, demand or pressure.
- 6.6.4 Officers therefore consider that the quantum of provision and layout of parking would be acceptable and would be unlikely to result in increased parking stress or traffic flow within the locality. The transport aspects of this proposal are considered to be in accordance with strategic and local transport policies.
- 6.6.5 Designated Cycle storage is proposed within the rear garden. A total of 17 secure cycle spaces should be provided for the proposed residential mix. It is considered that there would be sufficient space within the site to accommodate this, and subject to conditions requiring additional details, the proposal is considered acceptable in this regard.

## 6.7 Flood Risk and Trees

- 6.7.1 The application site is located within a Critical Drainage Area. The Council's Drainage Officer has reviewed the proposal and raised no objection to the proposal, subject to safeguarding conditions. The proposal would therefore comply with policies 5.12 and 5.13 of the London Plan (2016) and Policy and DM10 of the Development Management Policies (2013)
- 6.7.2 Policy 7.21 of the London Plan (2016) states that existing trees of value should be retained and that, wherever appropriate, additional trees should be planted in new development. Policy DM22 of the Development Management Policies (2013) resists the loss of trees of significant amenity value only where it can be demonstrated that their loss would be outweighed by the wider public benefits of the proposal. There are mature trees which are located near the front boundary of no. 11 The Meadow Way. The proposed parking space would be located adjacent to the tree. The Council's Arboricultural Officer has requested a tree protection plan and method statement to ensure the existing trees are not impacted during construction. Subject to conditions, the proposal is considered acceptable in this regard.

## 7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 The proposed redevelopment of the site would bring forward housing provision of a satisfactory mix, layout and design to ensure that the future occupiers would benefit from a high standard of living accommodation. The replacement building would be appropriate within the urban environment in terms of material presence and design and would reflect the pattern of development and character of the locality. Given the context of the site, the application would not unacceptably impact upon the amenity of neighbouring occupiers in terms of: privacy/outlook;

daylight, sunlight, overshadowing; noise and disturbance and the transport aspects of this proposal are considered to be in accordance with strategic and local transport policies. Officers conclude that the proposed development is worthy of support.

- 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 Plans and documents

Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out, completed and retained in accordance with the following approved plans and documents:

1305 S 001A, 1305 S 002, 1305 S 003, 1305 S 004, 1305 D 001A, 1305 AP 200J, 1305 AP 201H, 1305 AP 202G, 1305 AP 203H, 1305 AP 204G, 1305 AP 210C, 1305 AP 211F, 1305 AP 212G, 1305 AP 213B, Planning Statement (August 2018)

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

#### 3. Levels

The development hereby permitted shall not commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, have been submitted to, and approved by, the local planning authority.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, in accordance with policies DM1 and DM10 of the Development Management Policies Local Plan 2013.

Details are required prior to commencement of development to ensure a satisfactory form of development.

#### 4. Demolition and Construction Logistics Plan

No development shall take place, including any works of demolition, until a demolition and construction logistics plan has first been submitted to and agreed in writing by the Local Planning Authority. The plan shall detail the arrangements for:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in construction of the development;
- d) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing;
- e) wheel washing facilities; and

- f) a scheme for recycling/disposing of waste resulting from demolition and construction works.
  - g) measures for the control and reduction of dust
  - h) measures for the control and reduction of noise and vibration.
- The demolition and construction of the development shall be carried out in accordance with the plan so agreed.

REASON: To ensure that measures are put in place to manage and reduce noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers, in accordance with Policies 7.14 and 7.15 of the London Plan (2016) and Policy DM1 of the Development Management Policies Local Plan (2013) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2016). Details are required prior to commencement of development to ensure a satisfactory form of development.

5. Surface and Foul Water Disposal

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

REASON: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk in accordance with policy DM10 of the Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development.

6. Surface Water Attenuation

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

REASON: To prevent the increased risk of flooding, reduce and mitigate the effects of flood risk in accordance with policy DM10 of the Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development.

7. Arboricultural Method Statement and Tree Protection Plan

The development hereby approved shall not commence, including works of demolition, until a detailed Arboricultural Method Statement and Tree protection Plan have been submitted to and approved in writing by the Local Planning Authority. The Arboricultural Method Statement shall contain full details of the following:

- a) sequence of operations
- b) tree protection methods
- c) tree protective fencing and ground protection

REASON: The existing trees represent an important amenity feature which the Local Planning Authority considers should be protected, as required by policy DM22 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to commencement of development to ensure a satisfactory form of development.

8. Materials

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

- a: All external appearance of the building
- b: Boundary treatment
- c: Ground treatment

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

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area in accordance with policy DM1 of the Harrow Development Management Policies Local Plan (2013).

9. Window Glazing

Notwithstanding the details submitted, the first and second floor windows on the proposed western flank elevation shall be high level (1.7m above adjacent finished floor level) and non-openable and shall thereafter be retained in that form unless otherwise agreed in writing by the local planning authority.

REASON: To safeguard the privacy of the occupiers of the neighbouring occupiers and to ensure that the development achieves a high standard of privacy and amenity in accordance with Policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

10. Landscaping 1

Notwithstanding the details shown on the approved plans, the development hereby permitted shall not proceed above podium slab level until there has been submitted to, and approved in writing, by the local planning authority, a scheme of hard and soft landscaping and boundary treatment. This shall include a landscape masterplan and details in both front and rear gardens, Soft landscape works shall include: planting plans which also detail the replacement planting along the boundary, and schedules of plants, noting species, plant sizes and proposed numbers / densities. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in accordance with policy DM23 of the Development Management Policies Local Plan 2013.

11. Landscaping 2

The development hereby approved shall not be occupied until a scheme for the on-going management, management programme of works and maintenance of all the hard and soft landscaping within the development, to include a Landscape Management Plan, including long term design objectives, management responsibilities and landscape maintenance schedules for all landscape areas, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The Landscape Management Plan shall be carried out in a timely manner as approved.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development. In accordance with Policies DM22 of the Development Management Policies (2013)

12. Landscaping 3

All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the occupation of the approved dwelling, 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 DM23 of the Development Management Policies Local Plan 2013.

13. Landscaping 4

All hardsurfacing shall EITHER be constructed from porous materials, for example, gravel, permeable block paving or porous asphalt, OR provision shall be made to direct run-off water from the hard surfacing to a permeable or porous area or surface within the curtilage of the site. Please note: guidance on permeable paving has now been published by the Environment Agency on <http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

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

14. Cycle Storage

The development hereby permitted shall not be occupied until the details of the cycle storage with a minimum provision of seventeen spaces has been submitted to, and approved in writing by the local planning authority. The development shall be carried out in accordance with these approved details and shall thereafter be retained.

REASON: To ensure the cycle storage details are acceptable in accordance with Policy 6.9 of The London Plan (2016)

15. Refuse

Notwithstanding the submitted details, the development shall not proceed beyond podium slab level until details of the refuse bin storage has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with these approved details and shall thereafter be retained. 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 and character of the surrounding area and ensure a high standard of residential quality, in accordance with policy 7.4.B of The London Plan (2016) and Policy DM1 and DM45 of the Harrow Development Management Policies (2013)

16. Fencing

No demolition or site works in connection with the development hereby permitted shall commence before:

a: the frontage

b: the boundary

of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

Reason: In the interests of amenity and highway safety



17. Crime Prevention Measures

The development hereby approved shall not be occupied until evidence of certification of Secure by Design Accreditation for the development has first been submitted to, and approved in writing by the Local Planning Authority

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, in accordance with Policies 7.3 and 7.13 of the London Plan (2016) and Section 17 of the Crime & Disorder Act

18. Accessibility

The development hereby approved shall be designed and constructed in accordance with Building Regulations Part M4(2), evidence demonstrating compliance should be submitted to and approved in writing by the Local Planning Authority prior to occupation. The proposal shall be carried out in accordance with the approved drawings and retained thereafter.

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

19. Security Gate

The development hereby approved shall not be occupied until details of a proposed gate serving the parking spaces at the rear, certified to LPS1175 SR1 with electronic fob access and egress has been submitted to, and approved in writing by the local planning authority. The development shall be carried out in accordance with these approved details and shall thereafter be retained.

REASON: 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, in accordance with Policies 7.3 and 7.13 of the London Plan (2016) and Section 17 of the Crime & Disorder Act

## Informatives

### 1. Planning Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2018) (NPPF)

London Plan (2016): 3.3, 3.4, 3.5, 3.8, 5.13, 6.3, 6.9, 6.13, 7.1, 7.2, 7.3, 7.4, 7.6

Draft London Plan (2017): D2, D4, D6, H1, H12, SI13, T4, T5, T6

Harrow Core Strategy (2012): CS1

Development Management Policies (2013): DM1, DM10, DM24, DM27, DM42, DM45

Supplementary Planning Document: Residential Design Guide (2010)

### 2. Considerate Contractor Code of Practice

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

### 3. The Party Wall etc. Act 1996

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:

Ucommunities@twoten.comU4T

### 4. Sustainable Urban Drainage

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of

surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365. Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information

5. Mayoral Community Infrastructure Levy (provisional)

Please be advised that this application attracts a liability payment of £34,434 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 upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £4,270 for the application, based on the levy rate for Harrow of £35/sqm.

6. Harrow Community Infrastructure Levy (provisional)

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

Harrow's Charges are:

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

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

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4)

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

All other uses - Nil.

The Harrow estimated CIL Liability for this development is: £107,740

7. 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 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](mailto:technicalservices@harrow.gov.uk) or on the following link. [http://www.harrow.gov.uk/info/100011/transport\\_and\\_streets/1579/street\\_naming\\_and\\_numbering](http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering)

8. Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015. This decision has been reached 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.

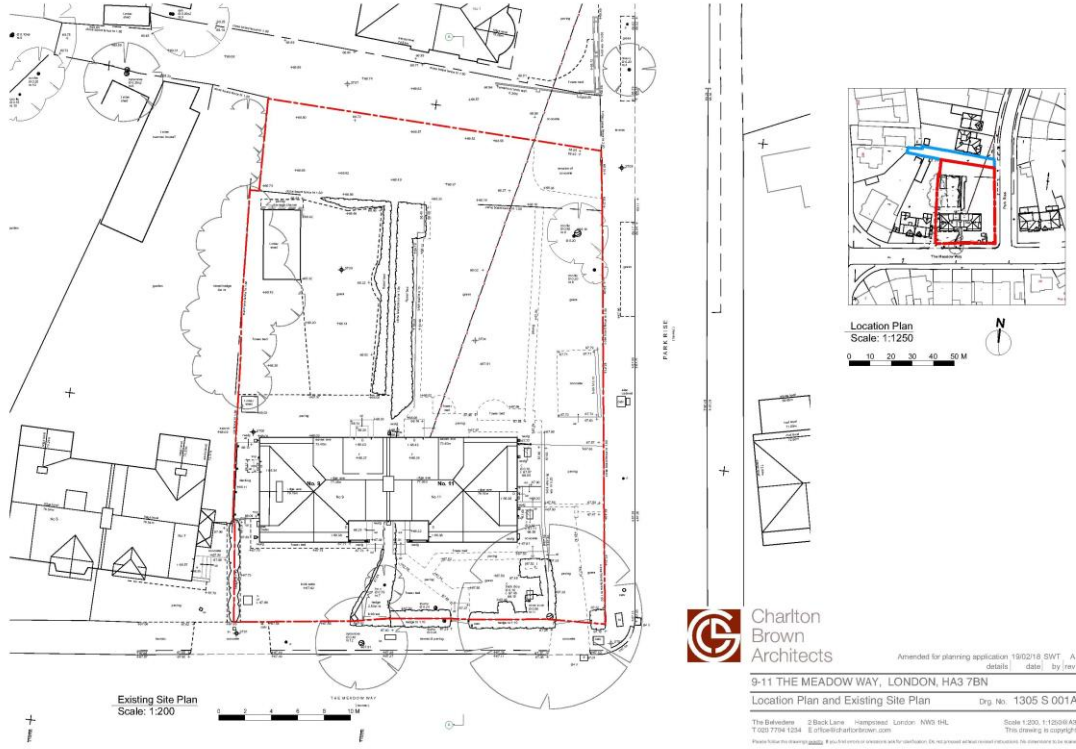
9. Compliance with conditions

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.

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

# APPENDIX 2: SITE PLAN





### APPENDIX 3: SITE PHOTOGRAPHS



Existing front elevation



Existing rear elevation



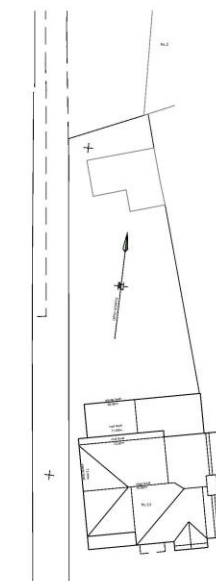


Subject site when viewed from Park Rise



Rear elevation of subject site when viewed from Park Rise

# APPENDIX 4: PLANS AND ELEVATIONS



Parking spaces amended at the rear to reduce to 5 23/01/18 SWT  
 Private gardens allocated for units 5 and 7 18/01/18 SWT  
 Rear building line pulled back 1m 19/12/18 SWT  
 Revised parking & building position in CPA comments 25/01/18 SWT  
 Parking, lifts and cycle locations amended following 02/03/18 SWT  
 Planning officers comments 15/02/18 SWT  
 Amended following pre-application advice / comments 14/02/18 SWT  
 Revised following pre-application advice / comments 28/11/17 SWT  
 Amended for pre-application submission 28/11/17 SWT

**9-11 THE MEADOW WAY, LONDON, HA3 7BN**  
**Proposed Site Plan** Dwg No: 1305 AP 200J

The Buildings 2 Back Lane Hoptonwood, London, NW9 9HL Scale 1:200/8A3, 1:100/8A1  
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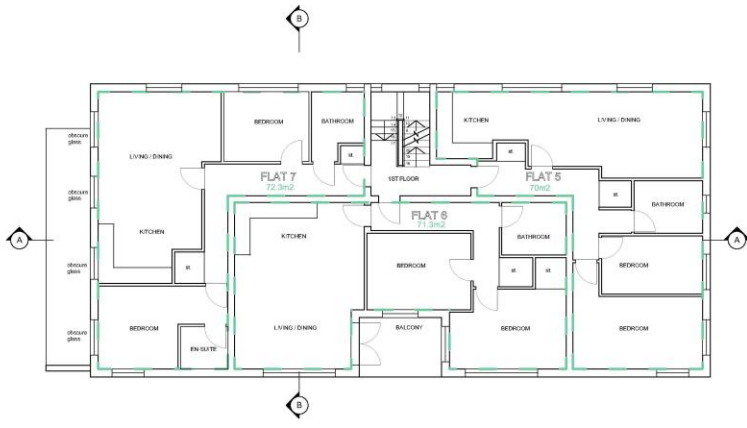


Kirk in rear elevation removed following LPA advice 18/01/18 SWT  
 Rear building line pulled back 1m 19/12/18 SWT  
 Flat 1 amended following planners comments 26/11/18 SWT  
 Flat 2 redrawn following planners comments 22/01/18 SWT  
 Flat 1 re-planned for front entrance on front elevation 02/03/18 SWT  
 Amended by planning application 15/02/18 SWT  
 Revised following pre-application advice / comments 14/02/18 SWT  
 Amended for pre-application submission 28/11/17 SWT

**9-11 THE MEADOW WAY, LONDON, HA3 7BN**  
**Proposed Plans** Dwg No: 1305 AP 201H

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Proposed First Floor Plan  
Scale: 1:100



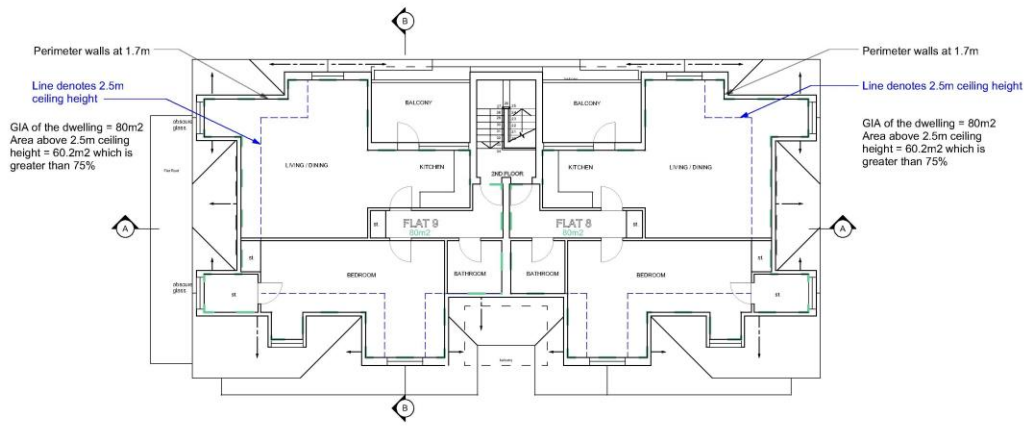
**Charton  
Brown  
Architects**

Flat 6 amended following LPA advice: 15/01/19 SWT G  
Rear building line pulled back 1m: 15/12/18 SWT E  
Flat 7 amended following planners comments: 05/11/18 SWT F  
Kirk moved from top left corner following planners comments: 25/10/18 SWT D  
Amended for planning application: 15/02/18 SWT C  
Revised following pre-application advice / comments: 14/02/18 SWT B  
Amended for pre-application submission: 24/11/17 SWT A  
details: date: by: /rev

9-11 THE MEADOW WAY, LONDON, HA3 7BN

Proposed Plans Dwg No: 1305 AP 202G

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Proposed Second Floor Plan  
Scale: 1:100



**Charton  
Brown  
Architects**

Kirk in rear elevation removed following LPA advice: 15/01/19 SWT H  
Rear building line pulled back 1m: 15/12/18 SWT G  
Flat 9 amended following planners comments: 25/10/18 SWT F  
Flats repositioned following planners comments: 25/10/18 SWT E  
Amended for new planning application: 25/08/18 SWT D  
Amended for planning application: 15/02/18 SWT C  
Revised following pre-application advice / comments: 14/02/18 SWT B  
Amended for pre-application submission: 24/11/17 SWT A  
details: date: by: /rev

9-11 THE MEADOW WAY, LONDON, HA3 7BN

Proposed Plans Dwg No: 1305 AP 203H

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Proposed Rear Elevation (North)  
Scale: 1:100

Materials:

Walls - Red brick to match the existing, white painted render and terracotta coloured tile hanging.  
 Roof - Plain clay tiles.  
 Windows - White upvc.  
 Doors - Painted hardwood timber.  
 Fascia, soffit boards and bargeboards - Black painted timber.  
 Rainwater goods - Black round profile upvc.  
 Other timber work - White painted



Proposed Rear Elevation (North)  
Scale: 1:500

**Charton Brown Architects**  
 9-11 THE MEADOW WAY, LONDON, HA3 7BN  
 Proposed Elevations Dwg No: 1305 AP 211F

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Proposed Front Elevation (South)  
Scale: 1:100

Materials:

Walls - Red brick to match the existing, white painted render and terracotta coloured tile hanging.  
 Roof - Plain clay tiles.  
 Windows - White upvc.  
 Doors - Painted hardwood timber.  
 Fascia, soffit boards and bargeboards - Black painted timber.  
 Rainwater goods - Black round profile upvc.  
 Other timber work - White painted



Proposed Front Elevation (South)  
Scale: 1:500

**Charton Brown Architects**  
 9-11 THE MEADOW WAY, LONDON, HA3 7BN  
 Proposed Elevations Dwg No: 1305 AP 210C

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