

**HARROW COUNCIL**

**ADDENDUM**

**PLANNING COMMITTEE**

**DATE : 20<sup>TH</sup> October 2021**

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| <p><b>2/01</b></p> | <p>A public re-consultation was carried to ensure all residents were consulted on the submission of Certificate of Ownership B and design changes. The re-consultation was carried out from 15/09/2021 to 06/10/2021.</p> <p>An additional 12 neighbour comments were received, many reiterating previous objections (addressed in the report). Additional comments are as follows:</p> <ul style="list-style-type: none"> <li>- Additional cycle store will lessen the area of communal garden for residents<br/><b>Officer comment:</b> <i>The proposed cycle store has an area of approximately 11.3sqm (for reference, this is smaller than a standard car parking space). This will leave approximately 296sqm of landscaped communal area on the site. This is considered reasonable and acceptable for 8 flats to share.</i></li> <li>- There is no purpose for the cycle store<br/><b>Officer comment:</b> <i>Cycle parking is a requirement of the London Plan. The cycle store ensures that not only will the new units receive accessible, secure and covered cycle parking, but there will be sufficient space for all the existing units to store bicycles.</i></li> <li>- The proposed balcony balustrade revision may not be compliant with building regulations<br/><b>Officer comment:</b> <i>From a planning perspective the balustrade is acceptable and was recommended by the Council's Urban Design Officer. Should the balustrade require amendment to comply with buildings regs the applicant may apply for a non-material amendment application post approval.</i></li> <li>- The bike store will block views from the rear lower ground floor flat<br/><b>Officer comment:</b> <i>The proposed cycle store is offset from south eastern window of the ground floor, rear flat. Whilst there will be some modest impact on outlook to the south east this must be viewed in the context of the existing garages and car park area. The bike shed is a modest, mono-pitched roof structure with a maximum height of 2.5m and the boundary with No.12 (increasing to a maximum of 2.8m) which complies with Harrow's design SPD in relation to the height of outbuildings within 2m of the boundary. Additionally, it ensure that every unit can benefit from covered, secure and accessible cycle parking in accordance with the London Plan. On balance it is therefore not considered to result in such adverse impact on outlook as to warrant refusal.</i></li> <li>- The drawings are not accurate or as true representation of the block or surrounds.</li> </ul> |
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**Officer comment:** A site visit has been carried out and the officer could not identify noticeable inaccuracies within the drawings.

- The existing garages are not suitable for parking due to size and only 3 parking spaces exist on site for 6 dwellings.

**Officer comment:** A site visit did not clearly indicate how many parking spaces there were as there were no clear or apparent markings and vehicles were parked in an ad-hoc fashion. Nonetheless, the allocation of the existing space for parking to residents is not a planning consideration. The Council's Transport Officer has not requested additional on-site parking nor have concerns been raised about any potential harm to on-street parking by two additional 1-bedroom units.

- Provision for additional waste has not been considered

**Officer comment:** Harrow's Code of Practice for the Provision of waste storage SPD requires a two-bin system of 1x1100L and 1x1280L bins per 8 flats. The site contains sufficient waste storage area for such an arrangement.

- There is insufficient clearance from the bike-shed and the boundary fence for maintenance, rainwater pipes etc are not shown, and it is unclear if any trees will be removed.

**Officer comment:** There will be approximately 0.3m between the bike store and the boundary fence. This is a standard gap, visible in many sheds and outbuildings and is sufficient to allow the light level of maintenance required for such a structure. An informative is added reminding the applicant of the councils rainwater drainage requirements. Nonetheless, it is not necessary for planning purposes to show rain pipes and the like, any rainwater from a small roof will be minor and will be able to drain into a landscaped area if necessary.

2/02

The following additional condition is proposed to be added to the recommendation for grant of planning permission and which is in respect of the removal of permitted development rights for the new dwelling houses.

#### Permitted Development Restrictions

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

REASON: To safeguard the character of the area by restricting the amount of coverage of the front and rear gardens, and sizes of the approved dwellings in relation to the size of the plot and availability of:-

- (a) amenity space
- (b) parking space

and to safeguard the amenity of neighbouring residents.

**Officer comment:** The above permitted development restrictions are proposed so as to ensure that the residential amenities of neighbouring occupiers are protected, and that adequate car parking and amenity areas would be retained in the front and rear gardens following any future additional developments carried out on the sites.

**AGENDA ITEM 10 – REPRESENTATIONS ON PLANNING APPLICATIONS**

| <b>Agenda Item</b> | <b>Application</b>                         | <b>Speakers</b>  |
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| <b>2/01</b>        | Alden Mead, 14 The Avenue<br>(P/1890/21)   | Seetal Popat (Objector)<br><br>Agent/Applicant (To Be Advised) |
| <b>2/02</b>        | 42 Chartley Avenue, HA7<br>3QZ (P/2912/21) | Amish Badiani (Objector)<br><br>Jack Dusek (Agent/Applicant)   |