

Location Plan



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

17th April 2024

APPLICATION NUMBER: PL/0294/24
VALID DATE: 03rd JANUARY 2024
LOCATION: 40A SOMERVELL ROAD & 1 CARLYON AVENUE,
WARD: ROXETH
POSTCODE: HA2 8TT & HA2 8SU
APPLICANT: MR PATEL
AGENT: MR JASON SEED
CASE OFFICER: AKSHAY SISODIA
EXPIRY DATE: 22nd April 2024 (EOT)

PROPOSAL

Redevelopment to provide two storey building comprising of six self contained flats (four X 2 bed, two X 3 bed); landscaping; boundary treatment; parking; bin and cycle stores

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 RECOMMENDATION

The proposal would not constitute Garden Land Development, it would contribute towards housing stock within the Borough and the quality of accommodation for the future. It would not detract from the character and appearance of the host building, street scene and area in a wider context. It would provide a suitable quality of accommodation for future occupiers without unduly impacting neighbouring residential amenity. The development is considered to be appropriately accessible. The proposal would provide a modest gain to biodiversity on site. It is not considered to result in significantly adverse traffic and parking impacts. The development's proposed refuse storage arrangements are considered to be acceptable. Insufficient detail has been provided on the development's compliance with Secured by Design requirements additional detail on this can be requested and secured via condition. Conditions have also been recommended requiring the submission of a Demolition and Construction Logistics Plan, a Delivery and Servicing Plan, a Car Park Design and Management Plan, a detailed Fire Safety Statement, and further details on proposed materials, landscaping works, boundary treatment works, television reception equipment, as well as details on foul water disposal and surface water disposal and attenuation.

In light of the above, subject to conditions, the proposed development would be in accordance with the National Planning Policy Framework (2023), Policies D1, D3, D4, D5,

D6, D7, D11, D12, D14, G6, H1, H2, H10, G6, G7, SI 7, SI 12, SI 13, T5, T6, T6.1, T7 of the London Plan, Core Policy CS1 of the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM20, DM21, DM22, DM23, DM24, DM27, DM42, DM44, DM45 of the Harrow Development Management Policies Local Plan, and the guidance set out within the Garden Land Development SPD (2012), the Residential Design Guide SPD (2010), the Technical Housing Standard – Nationally Described Space Standards (2015), Characterisation and Growth Strategy LPG (2023), Small Sites Design Codes LPG (2023), Optimising Site Capacity: A Design-Led Approach LPG (2023), Housing Design Standards LPG (2023), the Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties SPD (2016) and finally the Sustainable Building Design SPD (2009).

INFORMATION

This application is reported to Planning Committee as the proposed development consists of the construction of more than 3 new dwellings. The proposal therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	13.Minor Dwellings
Council Interest:	None
Net additional Floorspace:	Approximately 304 sqm
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	Approximately £19,623 (Includes Indexation)
Local CIL requirement:	Approximately £52,996 (Includes Indexation)

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

The applicant has failed to provide sufficient detail on the proposed development's resilience to crime. For the avoidance of doubt, a condition has been imposed requiring the applicant to submit evidence of certification of Secure by Design accreditation prior to the occupation of the development.

1.0 SITE DESCRIPTION

- 1.1 The application site relates to two semi-detached bungalows (No. 40a Somervell Road and No. 1 Carlyon Avenue) sited on at the junction between Somervell Road and Carlyon Avenue.
- 1.2 The host buildings are located on a prominent triangular shaped corner site and feature very deep front gardens, with their private rear gardens being smaller and sited to the side and rear of the dwellings.
- 1.3 No. 40A Somervell Road has been extended by way of a small single storey rear conservatory. This property also benefits from a rear outbuilding.
- 1.4 No. 1 Carlyon Avenue has been extended by way of a modest ground floor side to rear infill extension, and a ground floor rear canopy. This neighbour benefits from a detached garage fronting Carlyon Avenue which is served by a vehicular crossover.
- 1.5 No. 42 and 42A Somervell Road are sited immediately to the west of the site (rear) and are a semi-detached pair of bungalows whose rear gardens face northwards towards Carlyon Avenue. Both of these properties have been extended by way of single storey rear extensions, and No. 42 Somervell Road benefits from a detached garage to the rear which sits in a similar position to No. Carlyon Avenue's garage.
- 1.6 To the west along Carlyon Avenue, No. 3 Carlyon Avenue sits further west of the rear gardens of No. 42 and 42A Somervell Road. This property is a two storey semi-detached dwellinghouse which has been extended by way of a distinctive flat roofed two storey side extension.
- 1.7 To the north, the site is flanked by the main highway along Carlyon Avenue, to the south the site is flanked by the main highway along Somervell Road, and to the east the site sits beside the junction of the two road.
- 1.8 The host buildings are not listed and are not located within a Conservation Area.
- 1.9 The application site is located within RAF Northolt Safeguarding Zone (red) for which consultation is needed for any structures exceeding 10.7m in height above ground level.
- 1.10 The site is located within a Critical Drainage Area but is not located within a high risk Flood Zone. The main highways along Somervell Road and Carlyon Avenue are however located within Flood Zones 3a and 3b.
- 1.11 The site is located within an area with a Public Transport Accessibility Level (PTAL) of 2 meaning that the site has poor access to public transport.

2.0 PROPOSAL

- 2.1 Planning permission is sought for the demolition of the existing bungalows, extensions and outbuildings, and the erection of a two storey detached block (of 2-distinct adjoining segments) which would accommodate 4x 2-bedroom flats and 2x

3-bedroom flats (6 Flats in total). The proposal would combine both of the plots of the bungalows to form a single piece of land. The proposed building would feature hipped forms to both segments, with both segments featuring distinct gable projections fronting Carlyon Avenue, Somervell Road and the junction between the two roads.

2.2 The breakdown of units on each floor is as follows:

Ground Floor:

Flat 1 – A 2-bedroom 3 Person Unit with a GIA of 62m².

Flat 2 – A 2-bedroom 3 Person Unit with a GIA of 62m²

Flat 3 – A 3-bedroom 4 Person Unit with a GIA of 74m²

First Floor:

Flat 4 – A 3-Bedroom 4 Person Unit with a GIA of 74m²

Flat 5 – A 2-bedroom 3 Person Unit with a GIA of 61m²

Flat 6 – A 2-bedroom 3 Person Unit with a GIA of 61m²

2.3 Each unit would feature private outdoor amenity space in the form of a terrace (ground floor units) or balcony (upper floor units), and there would be a landscaped communal amenity space around the building, the largest areas of which are sited to the north and eastern sides of the building. The proposal would involve extensive enhancements to soft landscaping with the provision of new trees, lawned areas and hedging which is to be provided around the perimeter of the building, and around access paths within the site. Tall hedging is to be provided around ground floor terrace areas in order to provide adequate privacy. The existing boundary wall and around the perimeter of the site is to be repaired or replaced where necessary, and hedging above this is to be pruned as necessary with new matching hedgerow to be provided where needed.

2.4 A hardsurfaced vehicular access and car parking area is to be provided to the north western corner of the site (accessible via an existing vehicular crossover off Carlyon Avenue). This area would accommodate a total of 4. no car parking spaces, including 1. no disabled parking bay. A Bin store is to be provided south of this, and it is indicated that bins are to be temporarily stored within the hardsurfaced area to the north west of the site during collection days. 2. no short stay cycle parking spaces are to be provided south of the bin store, and 12. no long stay cycle parking spaces and a cycle maintenance space are to be provided further south of this. This long stay cycle parking area is to be enclosed behind an iron gateway which is to be accessible through an electronic entry system. Access to the southern boundary (Somervell Road) is to be altered with an existing vehicular and pedestrian access point being removed, and a relocated pedestrian access point being provided.

3.0 RELEVANT PLANNING HISTORY

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

Ref no.	Description	Status & date of decision
HAR/2517 <u>(40A Somervell Road)</u>	ERECT DOMESTIC GARAGE MOTOR CYCLE	Refused 18/11/1949
P/2896/09 <u>(1 Carlyon Avenue)</u>	Certificate of lawful proposed development: demolition of part of existing rear extension; new single storey rear infill extension	Granted 17/05/2010
P/3046/22/PREAPP <u>(40A Somervell Road & 1 Carlyon Avenue)</u>	Demolition of existing buildings and the construction of 8 flats including the provision of associated parking, secure cycle storage and amenity place	Pre-application Advice Issued 22/02/2023
P/2324/23 <u>(40A Somervell Road & 1 Carlyon Avenue)</u>	Redevelopment to provide two storey building comprising of eight self contained flats (8 X 2 bed); landscaping; boundary treatment; parking; bin and cycle stores	Refused 28/09/2023 Appeal Currently in Progress: APP/M540/W/23/3334116
<p>Refusal Reason 1:</p> <p><i>The proposal by reason of its site coverage would result in the new building being sited on garden land. As such, the principle of the development is contrary to the Harrow Core Strategy of directing new residential and other development to the Harrow and Wealdstone Opportunity Area, town centres and, in suburban areas, to strategic previously developed sites and would therefore harm its implementation, contrary to the National Planning Policy Framework (2023), Policies CS1.A and CS1.B of the Harrow Core Strategy (2012) and the adopted Supplementary Planning Document: Garden Land Development (2013).</i></p>		

Refusal Reason 2:

The proposed new building, by reason of its excessive scale, bulk, massing, footprint, site coverage, visual prominence, poor and convoluted design, its failure to retain sufficient soft landscaping on site for setting, and its incorporation of unsympathetic design features including balconies, ground floor terraces, and expansive street facing patio doors, would form an incongruous, unsympathetic and contrived form of development, which results in an overdevelopment of the site, appears unduly prominent when viewed along the street scene, and would fail to be in keeping with the prevailing pattern of buildings within the area. The proposal would thereby be contrary to the high quality design aspirations of the National Planning Policy Framework (2023), Policies D3 D(1) and D3 D(11) of the London Plan (2021), Core Policy CS1.B of the Harrow Core Strategy (2012), Policies DM1 A, DM1 B (a), (b), (c), (d) and (e), DM22 B, and DM23 C of the Harrow Development Management Policies Local Plan (2013), and the adopted Supplementary Planning Document: Residential Design Guide (2010).

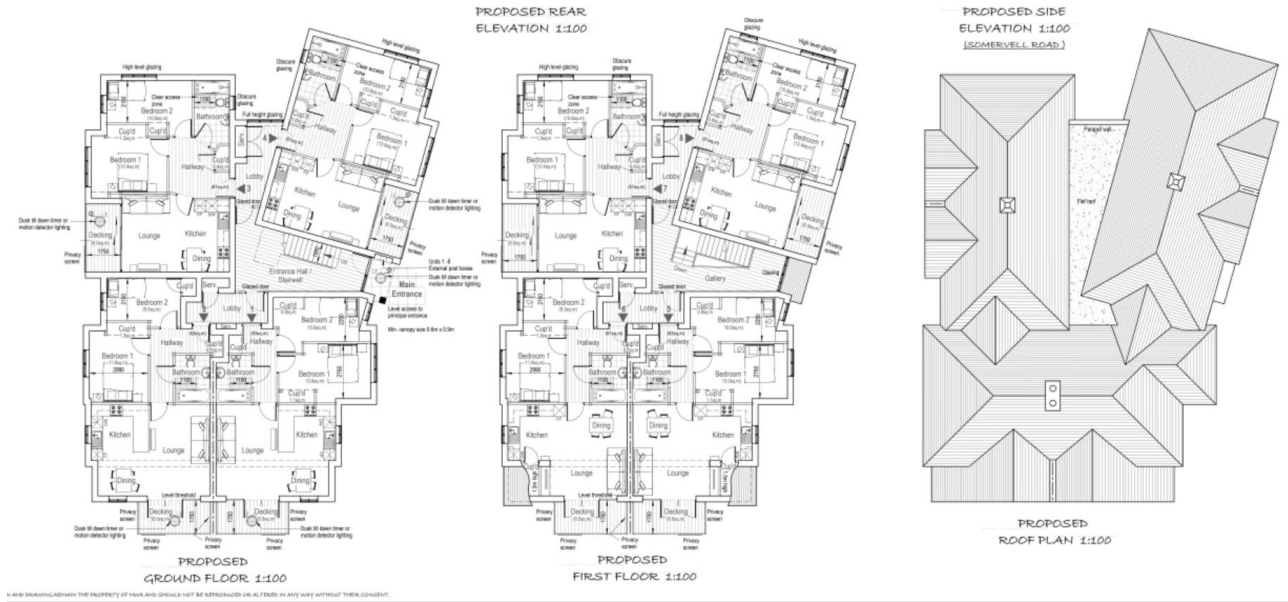
Refusal Reason 3:

The proposed new building, by reason of its excessive height, bulk, scale, massing, and proximate siting in relation to the narrow rear garden of No. 42 Somervell Road, would appear as unduly overbearing, unneighbourly and prominent when viewed from the rear garden of this neighbouring property, unduly restricting the overall level of outlook and visual amenity currently afforded. The proposed development would thereby be contrary to the high quality design aspirations of the National Planning Policy Framework (2023), Policy D3 D(7) of The London Plan (2021), Core Policy CS1.B of the Harrow Core Strategy (2012), Policies DM1 C and DM1 D (d) and (e) of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

Refusal Reason 4:

The new building's proposed balconies and terraces, and the proposed communal amenity area, by reason of their extensive prominence and visibility along the street scene and local highways, would fail to provide prospective users with adequate levels of privacy. Furthermore, by reason of insufficient screening, the use of the proposed communal amenity area would enable harmful overlooking of ground floor habitable room windows and terraces within the building. The proposed development would therefore be contrary to the high quality design aspirations of the National Planning Policy Framework (2023), Policy D3 D(7) of The London Plan (2021), Core Policy CS1.B of the Harrow Core Strategy (2012), Policies DM1 C, DM1 D (a) and DM1 D (b) of the Harrow Development Management Policies Local Plan (2013) and the adopted Supplementary Planning Document: Residential Design Guide (2010).

Proposed Floor Plans



Proposed Elevations



4.0 **CONSULTATION**

- 4.1 A total of 1.no consultation letter was initially sent to neighbouring properties regarding this application. Public consultation was re-initiated when it was discovered that the application failed to reflect the correct site address, only making reference to 40A Somervell Road. The site address was altered, and a total of 3.no neighbours were consulted during the second consultation. A site notice was posted on 04/03/2024.
- 4.2 The initial consultation period expired on 28/02/2024, a total of two objections were received. The secondary consultation period expired on 21/03/2024, 2.no further objections were received. If comments are received between the publication of this committee report and the committee meeting, these shall be set out within an addendum.
- 4.3 The objections raised have been summarised and responded to in the table below:

Summary of Matters Raised	Officer Response
No 42a and 42, as well as other neighbouring properties have not been contacted about this significant application, and a site notice has not been erecting informing residents of the proposed development.	As set out within Paragraph 4.1 above, relevant neighbouring properties have been consulted during the secondary consultation, and a site notice was posted on 04/03/2023 informing other neighbours of the proposal. This meets the Council's statutory notification requirements.
The proposal covers two semi-detached bungalows, No. 40a Somervell Road and No. 1 Carlyon Avenue. The Council's website makes no reference to No. 1 Carlyon Avenue, as such they presume that residents surrounding No. 1 Carlyon Avenue have not been consulted either.	Officers have noticed the inaccuracy in the site description and have altered this on the Council's Website. In addition, the Council have requested and obtained a revised application form with the correct site address referenced, the site notice and reconsultation letters provide an accurate site description.
Concern over a loss of privacy afforded to their bungalow with the introduction of a two storey block with balconies enabling elevated views of their home and garden.	As addressed within the 'Adjacent Neighbours' Section (6.5) of this Committee Report.
Concern over the proposal resulting in a loss of outlook to their garden.	As addressed within the Adjacent Neighbours Section (6.5) of this Committee Report.
Concern over a loss of light afforded to both their home and garden with the building appearing overbearing and unneighbourly.	As addressed within the Adjacent Neighbours Section (6.5) of this Committee Report.
Concern over the height, scale, bulk and massing of the building appearing out of character along the road. They	The is addressed within the Character, Appearance and Design Section of this Committee Report (6.3).

<p>note that the bungalows provide a balance on the road.</p>	
<p>Concern over the proposed development still being disproportionately large with the revised scheme still exceeding the current footprint of the two properties and failing to address previous issues in this regard.</p>	<p>The is addressed within the Principle of Development Section (6.2) as well as the Character, Appearance and Design Section of this Committee Report (6.3).</p>
<p>No information has been provided on security and security lighting as part of this application. There will also be in increase in activity along the eastern boundary of their property, and they object to this on the basis of security, general activity and increased ability to access their property.</p>	<p>Full details on crime and security have not been provided for the application officers have consequently recommended for the application of a condition requiring the applicant to provide evidence of Secured by Design accreditation prior to the occupation of the development. For a development of this scale officers would not expect to see details on security lighting, however details on security lighting may separately be required by the Council's Secured by Design Officer before they are prepared issue a Secured by Design Certificate. The application has been reviewed by the Council's Secured by Design Officer who has raised no concerns over the proposal enabling easier unauthorised access into No. 42 Somervell Road, as such officers do not consider it appropriate to refuse the application on these grounds.</p>
<p>A relocated entrance to the site is be provided beside their property at No. 42 Somervell Road, they are concerned that this will result in increased issues of noise, security and pollution.</p>	<p>Whilst the relocated access path would be sited closer to the boundary of No. 42 Somervell Road, it would not be distant from an existing vehicular access path along Somervell Road which is to be removed, with a vehicular access path likely creating more noise and pollution than a pedestrian footpath. The new access path is not considered to be excessively close to No. 42 Somervell Road to such an extent that it would result in excessive levels of noise, pollution, and security risk.</p>
<p>Concerns over the site and surroundings being susceptible to significant flood risk.</p>	<p>This is addressed within the Development and Flood Risk Section (6.9) of this Committee Report.</p>

Concern over the proposal putting excessive pressure on the local drainage and sewerage network.	Whilst there would be an intensified impact upon the local drainage and sewerage network, the scale of the proposal is unlikely to be significant enough to result in excessive strain. Please note that officers have recommended the application of conditions requiring the applicant to submit details on proposed foul water disposal and surface water disposal and attenuation to verify that proposed arrangements are acceptable.
Concern of parking spillage and increased vehicular traffic to the local highway network with only 4.no parking spaces being provided for six flats.	The is addressed within the Traffic, Parking and Refuse Section (6.8) of this Committee Report.
Concerns over the introduction of a two storey building within this location limiting visibility at the junction between Carlyon Avenue and Somervell Road, and this compromising pedestrian and vehicular safety.	The proposed building is well set in from surrounding highways to all sides, and officers do not consider the building to be of a significant enough scale to restrict viewpoints for pedestrians and road users.
Concerns over increased noise intensification.	As addressed within the Adjacent Neighbours Section (6.5) of this Committee Report.
Concern over pollution from the use of the car park.	The application is not a major development as such the Council have limited scope to control impacts of air quality. Nevertheless, only 4.no cars can be accommodated within the car park, and the Proposed Site Plan drawings suggests that these spaces would be served by EV charging points, as such any pollution resulting from the car park is not anticipated to be excessive.
Concern that allowing the development would set a precedent for similar development within the area.	Each application is assessed on its own planning merits, officers cannot take into account a particular development setting a precedent for similar development within the assessment of a planning application.
Concern over damage to their property as a result of construction works.	This is not a material planning consideration.
Concern over noise, pollution and dust amounting from the construction of the development, as well as disturbance to the highway during construction.	Officers have recommended for the application of a condition requiring the applicant to submit a Demolition and Construction Logistics Plan, in order limit these impacts and disturbances.

Concerns of a loss of outlook to their flank habitable room windows due to the siting of proposed cycle storage and the cycle maintenance building..	As addressed within the 'Adjacent Neighbours' Section (6.5) of this Committee Report.
Concern over noise and disruption from the use of the cycle stores, cycle maintenance area and bin store with them being sited within very close proximity to their property and ground floor flank habitable room windows.	Use of the cycle stores, cycle maintenance space and bin store would likely be sporadic. Whilst officers recognise that No. 42 Somervell Road would likely be subject to a degree of impact, this is unlikely to be for extended periods of the day, and is not considered sufficient grounds to refuse the application.
Concerns over unpleasant smells from bins during the summer given the bin store's proximate siting to the boundary of No. 42 Somervell Road.	There is ample open space around the bin store meaning that there would be a high level of natural ventilation against smells. Whilst occupants of No. 42 Somervell Road may be subject to some unpleasant smells from time to time, this is not considered to be significant enough to warrant a refusal of the application.
Concerns over root damage and shading resulting from proposed trees.	Damage to No. 42 Somervell Avenue resulting from tree roots would be a civil matter and would not constitute a material planning consideration. The applicant has failed to provide sufficient information on the types of new trees to be planted so impacts of future overshadowing to cannot be fully established. Further details on the types of trees to be planted can be requested through a landscaping condition, for which officers can seek appropriate form of trees for this particular setting. It is worth noting that the applicant is able to plant trees on site without the need for planning permission, so even if there were to be some overshadowing impacts, this is unlikely to be sufficient grounds to justify a refusal.
General concern over the proposal resulting in harm on the character and appearance of the area.	The is addressed within the Character, Appearance and Design Section of this Committee Report (6.3).
Developers are regularly in contact to acquire sites such as this. They note that the proposal is being made for financial gain rather than for the good of the community and borough.	This does not have any impact upon the Council's assessment of the application. The Council have a duty to assess the application based on its planning merits.

<p>They question why it is necessary to build new flats in quiet residential streets when there are several large housing projects going on within the borough.</p>	<p>Officers have a duty to assess each application on its individual merits based on their own site circumstances irrespective of other housing schemes within the borough. There is currently no local, regional or national planning policy in place (other than those referenced within the Principle of Development section of this report) which in principle, restrict proposals for intensification on this particular site.</p>
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4.4 Statutory and non-statutory consultation

4.5 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

<p>Consultee and Summary of Comments</p>
<p><u>Secured by Design Officer</u> –</p> <p>The planned gates show key pad entry, which is not supported by Secured By Design (SBD), keyed or encrypted fob locks will be required.</p> <p>I am also concerned about the cycle storage, the plans show open cycle stores which will not be acceptable for Secured By Design and will need to reach the standards of LPS 1175 SR1 (A3) cycle stores.</p> <p>The refuse storage, external lighting, and postal strategy, are not fully discussed within the submitted plans, and are important for the security and safety of the residents. All of which can be addressed, and covered under a SBD planning condition.</p> <p><u>Drainage Team Leader</u> – No comments have been received, however officers have applied standard conditions relating to foul water discharge and surface water discharge and attenuation which are commonly applied to development of this scale outside of high risk Flood Zones.</p> <p><u>Waste Management Policy Officer</u> – No comments received.</p> <p><u>Transportation and Highways</u> – The application has been discussed with the Council’s Highways Officer who has confirmed that they are satisfied with the quantum of car and cycle parking provided for the development, they have no concerns over vehicular and pedestrian access arrangements, and have raised no concerns over impact on highways safety. The Council’s Highways officer has recommended for the application of the following conditions:</p> <ul style="list-style-type: none"> - Demolition and Construction Logistics Plan - Delivery and Servicing Plan

- Car Park Design and Management Plan

Officers have recommended the application of the aforementioned conditions, please refer to Appendix 1.

5.0 POLICIES

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:
- 5.2 '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.'
- 5.3 The Government has issued the National Planning Policy Framework [NPPF 2023] which sets out the Government's planning policies for England and how these should be applied, and is a material consideration in the determination of this application.
- 5.4 In this instance, the Development Plan comprises The London Plan 2021 [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]. The relevant policies are referenced within the report below and a summary within Informative 1

6.0 ASSESSMENT

- 6.1 The main issues are:

- Principle of the Development
- Character, Appearance and Design
- Residential Amenity
- Accessibility
- Ecology and Biodiversity
- Traffic, Parking and Refuse
- Development and Flood Risk
- Sustainability
- Fire Safety

6.2 Principle of Development

- 6.2.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): H1, H2 and H10
- Harrow Core Strategy (2012): CS1.A, CS1.B, CS1.H, CS1.I
- Harrow Development Management Policies Local Plan (2013): DM1, DM24

Relevant Supplementary Documents

- Garden Land Development SPD
- Residential Design Guide SPD

6.2.2 The National Planning Policy Framework (2023), The London Plan (2021) (Policies H1 and H10), The Harrow Core Strategy (2012) (Policies CS1.H and CS1.I) and the adopted Development Management Policies Local Plan (2013) (Policy DM24) all seek to increase housing supply locally, regionally and nationally, and promote the provision of high quality mix of housing in sustainable and suitable locations.

Garden Land Development

6.2.3 Policy CS1(A) of Harrow's Core Strategy undertakes to manage growth in accordance with the spatial strategy. The spatial strategy directs residential and other development to the Harrow & Wealdstone Intensification Area, town centres and, in suburban areas, to strategic previously developed sites. Policy CS1 (B) resists development on garden sites, recognising the propensity for such proposals to lead to unmanaged, incremental growth that undermines the spatial strategy.

6.2.4 The Garden Land Development Supplementary Planning Document was adopted by Harrow Council in April 2013 to assist in the interpretation of Core policy CS 1(B).

6.2.5 Paragraph 3.1 of the Garden Land Development SPD (2013) provides definition of what is garden land development:

- a. Gardens of houses;
- b. Gardens of properties converted to flats and purpose-built maisonettes;
- c. Communal gardens to blocks of flats;
- d. Communal or 'open plan' garden areas serving multiple dwellings;
- e. Any land that formed part of a garden but which has been legally and/or physically severed from the donor property(ies); and
- f. Land functionally related to a residential garden (or gardens) and used solely to provide residential amenity but not forming the curtilage of the dwellinghouse

6.2.6 Paragraph 3.2 notes that the definition of garden land also includes any hardstandings, outbuildings and other structures located on the garden land. No distinction is made between front, side and rear gardens.

6.2.7 Paragraph 3.3 notes that the following types of land will not be treated as garden land:

- a. land with curtilage of retail parades (such as gardens to maisonettes above shops);
- b. gardens within the curtilage of commercial premises such as offices and public houses;
- c. any land that historically formed part of a garden but which now has an other lawful use and which has not reverted to have a garden use; and

- d. Communal parking courts and garage blocks within the curtilage of housing estates and purpose built blocks of flats.

6.2.8 In defining appropriate enlargements paragraph 3.7 notes that the Council will allow any enlargement in footprint that is equivalent to whichever is the larger of either:

(i): the footprint of any permitted extensions (excluding outbuildings) that could be exercised for the dwelling(s); or

(ii): the footprint of an extension (excluding outbuildings) that would be consistent with Harrow's Residential Design Guide SPD.

6.2.9 The application site is not within the Harrow and Wealdstone Intensification Area, or a town centre. The existing site is comprised of two semi-detached bungalows with extensions and their associated front and rear gardens. The proposed building would sit partly on previously developed land but incorporates a greater footprint than the existing buildings. It is therefore necessary to establish if the expansion in footprint is equivalent to any appropriate enlargements as defined within Paragraph 3.7 of the Council's Garden Land SPD.

6.2.10 Officers measure the original external footprint of 40A Somervell Road and 1 Carlyon Avenue to be approximately 144.5m² and the existing external footprint of the buildings to be approximately 163m². The proposed building would have an external footprint of approximately 256.3m².

Assessment Against Criterion (i) of paragraph 3.7

6.2.11 Under permitted development the only expansions that would be permitted on this site would be a 3m² front porch to both properties, a 3 metre deep single storey rear extension to the main rear facades of both properties (would involve removing the existing rear extension to No. 40A Somervell Road to facilitate this) and an infilling of void to the side/rear of 40A Somervell Road as has been done at No. 1 Carlyon Avenue. If this infill extension to either property were to be extended any further rearward it would adjoin the 3m deep rear extension and would need to be assessed as a single combined structure under Criterion A.1 (ja) of Schedule 2, Part 1 Classes A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), following which it would fail to accord with Criterion A.1 (j) (iii) of Schedule 2, Part 1 Classes A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) as it would technically extend beyond the side elevation wall of the original dwellinghouse and would have a width greater than half the width of the original dwellinghouse. Even if a small gap were to be provided between the two elements this is unlikely to be a material gap and therefore would still not be permitted development. Based on the maximum extensions that can be carried out under permitted development, officers are calculating the total external footprint to be approximately 192.5m².

6.2.12 Even if the 3 metre deep single storey rear extension were to be considered as a 6 metre deep Prior Approval Extension, officers are only calculating a combined external footprint of approximately 228.55m² which would still fall short of the external footprint of the proposed building.

6.2.13 Based on the above the proposed expansion in footprint would not form an appropriate enlargement as defined under Criterion (i) of paragraph 3.7.

Assessment Against Criterion (ii) of paragraph 3.7

6.2.14 In order to meet criterion (ii) the footprint of the extensions would be required to demonstrate consistency with Harrow's Residential Design Guide SPD (excludes outbuildings). Applying recommend design guidance, it is considered that a 3 metre deep rear extension and a 3 metre wide side to rear extension would be acceptable for No. 1 Carlyon Avenue with the rear extension amounting to an area of approximately 24.4m² and the side to rear extension amounting to an area of approximately 31.5m². For No. 40A Somervell Road, it is considered that a 3.6 metre deep rear infill extension (to match existing extension depth) would be appropriate, as would a 3 metre wide side to rear extension (alongside existing extension). The infill extension would have an area of approximately 23.9m² and the side to rear extension would have an area of 33.4m². If the above extensions were to be applied, both No. 1 Carlyon Avenue and 40A Somervell Road would have a combined external footprint of approximately 276.2m² which would exceed the footprint of the proposed development, the proposed increase in footprint is therefore considered to constitute an appropriate enlargement, the proposal is therefore not considered to constitute unacceptable garden land development.

Housing Mix

6.2.15 Policy DM24 of the Council's Development Management Policies Local Plan (2013) notes that proposals that secure an appropriate mix of housing on site and which contribute to the creation of inclusive and mixed communities will be supported. Development proposals which fail to do so shall be refused.

6.2.16 Officers raise no objection to the proposed housing mix. The applicant is providing two valued family sized units, and the remaining four units would be sized appropriately to accommodate small families. The proposed housing mix is considered appropriate for this out of centre suburban location.

6.3 Character, Appearance and Design

6.3.1 The relevant policies are:

- National Planning Policy Framework (2023)
- The London Plan (2021): D3, D4
- Harrow Core Strategy (2012): CS1.B
- Harrow Development Management Polices Local Plan (2013):DM1, DM22, DM23

Relevant Supplementary Documents

- Residential Design Guide (2010)
- Characterisation and Growth Strategy LPG (2023)
- Small Sites Design Codes LPG (2023)
- Optimising Site Capacity: A Design-Led Approach LPG (2023)

- Housing Design Standards LPG (2023)

- 6.3.2 Policy D3.D(1) of the London Plan states that development should in terms of form and layout, enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Policy D3.D(11) goes on to states that in terms of quality and character, developments should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.
- 6.3.3 Policy DM1 of the Development Management Policies Local Plan states that “all development proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted”.

Demolition of the Existing Dwellinghouses

- 6.3.4 The existing buildings are not considered to be of significant architectural interest, however it is acknowledged that the buildings, through their small-scale nature, traditional design and retention of significant open space around the surrounds of the site do provide a degree of value to the street scene and wider locality. Overall, the Council do not raise objection to the demolition of the dwellinghouses, so long as the replacement is of an appropriate scale, appearance, layout and design.

New building

- 6.3.5 The overall scale, footprint and massing of the proposed development has been substantially reduced from the development proposed under application P/2324/23, with the proposed building now appear akin to a two storey semi-detached pair of dwellinghouses which predominantly characterise the locality. The reduction in the overall scale, footprint and massing of the building has resulted in the provision of large amounts of spacing around all sides of the proposed building, with most of this being in the form of attractive soft landscaping. Whilst officers acknowledge that proposed building is to be located on a prominent corner site with extensive views afforded along both roads, and the junction between the two roads, it is considered that the proposed building is sufficiently set in from the surrounding pavement and highway and would not appear unduly imposing and dominant along the street. Whilst officers note that the adjacent dwellinghouses along Somervell Road (No. 42 and 42A) are bungalows, the provision of a two storey building in this location is not considered to appear unduly at odds with established built form within the locality with the majority of other buildings along this part of the road being set at two storeys, and with No. 42 and 42A Somervell Road forming a distinctly different grouping to host buildings, being their own semi-detached paring and being completely different in design. It is worth adding that No. 42 and 42A Somervell Road are flanked by two storey dwellinghouses on the other side (No. 44 and 46) and No. 3 Carlyon Avenue which flanks No. 1 to the west is also a two storey building. The overall height and scale of the proposed building is not considered to

appear unduly at odds with that of surrounding two storey dwellinghouses within the locality.

- 6.3.6 The proposed building has taken design cues from the wider street context with the building incorporating a mock Tudor design, hipped roofs and gables to reflect other two storey corner sites within the locality (most notably No. 1 and 3 Balmoral Road), and largely reflecting a semi-detached pairing to each respective street frontage with the building being split into two distinct segments. Within the assessment of application P/2324/23 officers raised concern over proposed balconies, ground floor terraces and large patio doors appearing out of character for the area, whilst they are still being proposed as part of the current application, officers are satisfied that they have been limited as far as possible with them limited only to the northern and eastern elevations, smaller and more conventional fenestration being applied to with the exception of fenestration directly serving balconies and ground floor terraces, and with ground floor terraces being partly screened from view by way of proposed hedging and privacy screens. Harm resulting from the provision of balconies, ground floor terraces and large patio doors is not considered to warrant a reason for refusal on its own, following the substantive reductions to the overall scale of the development.
- 6.3.7 The external walls of the proposed development are indicated to be finished in brick and render with black painted mock Tudor detailing, the roof of the building is indicated to be finished in brown sand-faced roof tiles, balustrades are indicated to be constructed of painted steel, and privacy screens are indicated to incorporate a steel frame with horizontal slatted timber infill. These particular materials are considered by officers to be appropriately sympathetic in context with surrounding dwellinghouses, however, in order to ensure that the each specific material is of suitably high standard, a condition has been recommended requiring full material samples (or appropriate specification) to verify that all proposed facing materials are acceptable.

Landscaping

- 6.3.8 Policy DM22 of the DMP provides design guidance on trees and hard and soft landscaping for proposals. Part A of the Policy DM22 notes that the removal of trees assessed as being of significant amenity value will only be considered acceptable if the loss of the tree(s) is outweighed by the wider public benefits of the proposal. Part B of this policy provides an assessment framework on appropriate forms of hard and soft landscaping.
- 6.3.9 Policy DM23 of the DMP states that proposals for the provision of substantial hard surfacing of forecourts and front gardens should respect the character of the area and, where appropriate, incorporate a scheme of soft landscaping. The council will undertake and encourage new planting of street trees and shrubs by legal agreement if necessary and provide, restore and/or maintain grass verges on public and private streets. Proposals that fail to make appropriate provision for hard and soft landscaping of forecourts, or which fail to contribute to street side greenery where required will be refused.

6.3.10 A high quantum of soft landscaping would be provided across the site, with an increase of approximately 62m² from the previously refused scheme. Officers are satisfied that the verdant character of the existing site would not be compromised with significant greenery surrounding the proposed building, extensive amounts of hedging being provided on site and with numerous new trees to be planted on site. Whilst there are some elements of hardsurfacing on site including proposed walkways, the car and cycle parking areas, the overall site coverage of this would not be excessive. The level of detail provided on the forms of hard and soft landscaping to be applied is considered insufficient, as such officers have recommended the application of a condition requesting further detail on this.

Boundary Treatment

6.3.11 As part of the proposed development, the applicant is proposing the following boundary treatment works:

- The existing perimeter walls are to be repaired or replaced with a like for like brickwork, mortar, colouring and details. Hedges above are to be pruned.
- New secure iron gates with keypad entry systems are to be introduced to restrict access to the cycle storage areas.
- The existing 1.8 metre high boundary fence fronting Carlyon Avenue is to be replaced with a wall to match existing.

6.3.12 The proposed boundary treatment works are generally considered acceptable on character and design grounds, however no elevation or specification details have been provided. Officers recommend that further detail is requested on this through the aforementioned landscaping condition, and within this condition officers have recommended for the secure iron gates to incorporate a keyed or encrypted fob entry system as opposed to a keypad entry system as requested by the Council's Secured by Design Officer.

Proposed Bin and Cycle Store

6.3.13 The applicant has provided elevation details on proposed bin and cycle stores as well as the cycle maintenance shed. Their siting is indicated on the proposed site plan. Officers raise no objection to the proposed siting and massing of bin and cycle stores and the cycle maintenance shed, they are considered to be sufficiently sited away from the street scene, would not be unduly expansive in size and massing, and would not appear excessively prominent from the street scene and the site's surroundings.

Alterations to Pedestrian and Vehicular Access

6.3.14 The proposed alterations to pedestrian and vehicular access on site would be low scale and are not considered unduly detract from the character and appearance of the area.

Permitted Development Restrictions

- 6.3.15 In recommending the application for approval, officers consider it necessary to remove permitted development rights for new dwellings and across the site. Officers recommend the removal of permitted development rights for:
- 6.3.16 Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) Class: A (Gates, fences, walls, etc). REASON: To restrict the installation of unsympathetic forms of boundary treatment, which could result in harm upon the character and appearance of the site, street scene and area.
- 6.3.17 Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) Class: L (Small HMOs to dwellinghouses and vice versa). REASON: To prevent an excessive occupation of the building which could result in harm on the character and appearance of the application site and the wider area, could be detrimental to surrounding residential amenity, and could introduce a form of housing which is inappropriate within this particular locality).
- 6.3.18 Part 20 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) Class: A (New flats on detached blocks of flats). REASON: To prevent excessive and unsympathetic expansions and to the building which could result in harm on the character and appearance of the application site and the wider area, and could be detrimental to surrounding residential amenity).

6.4 Residential Amenity

6.4.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.K
- Harrow Development Management Policies Local Plan (2013): DM1, DM27
- London Plan (2021): D3, D6

Relevant Supplementary Documents

- Residential Design Guide (2010)
- Technical Housing Standard – Nationally Described Space Standard (2016)
- Housing Design Standards LPG (2023)

6.4.2 Policy DM1 of the Development Management Policies Local Plan 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".

6.4.3 Policy D6 of the London Plan relates to housing quality and standards. The policy sets out standards for high quality design of residential units, including minimum space standards, standards for minimum head heights and standards for appropriate light, outlook and ventilation.

Future Occupiers

Minimum Space Standards

6.4.4 The Gross Internal Areas of the new dwellings are set out within the table below:

Proposed Size	Proposed GIA	Minimum GIA	Proposed Storage	Minimum Storage
Unit 1 (2-bedroom 3-person 1-storey unit)	Approx 62m ²	61m ²	Approx 1.75m ²	2m ²
Unit 2 (2-bedroom 3-person 1-storey unit)	Approx 62m ²	61m ²	Approx 1.3m ²	2m ²
Unit 3 (3-bedroom 4-person 1-storey unit)	Approx 74m ²	74m ²	Approx 2.54m ²	2.5m ²
Unit 4 (3-bedroom 4-person 1-storey unit)	Approx 74m ²	74m ²	Approx 2.54m ²	2.5m ²
Unit 5 (2-bedroom 3-person 1-storey unit)	Approx 61m ²	61m ²	Approx 2.6m ²	2m ²
Unit 6 (2-bedroom 3-person 1-storey unit)	Approx 61m ²	61m ²	Approx 2m ²	2m ²

6.4.5 All of the proposed new units would accord with London Plan and Nationally Described Space Standards in terms of their GIAs. Whilst Units 1 and 2 would fail to provide a sufficient quantum of built in storage space in line with minimum standards, on the basis that both of these units would slightly exceed overall minimum GIA standards, officers are satisfied that sufficient storage can be accommodated within these units in any case. The overall layout and circulation of the units are acceptable, all bedrooms are of sufficient width and square meterage to meet the minimum requirements where applicable. As per London Plan Standards, the minimum floor to ceiling height for new dwellings must be at least 2.5 metres for at least 75% of the GIA of each dwelling, the Nationally Described Space Standards set a requirement of at least 2.3 metres for at least 75% of the

GIA of each dwelling. Measuring off the applicant's submitted section drawings officers can confirm Units 3, 5, and 6 would be provided with sufficient internal head heights in line with both standards, however ground floor units 1, 2, and 3 would be provided with internal head heights of 2.4 metres and would therefore fail to meet the London Plan Standard. Whilst this is not ideal, a degree of consideration should be given to the fact that the any increases in the height of the building could result in significant harm upon the street scene, furthermore it should be recognised that these units only fall marginally short of the London Plan requirement and would in fact accord with national internal head height standards. Making an on balance assessment, officers do not consider this minor shortfall to be sufficient alone to constitute a reason for refusal.

Future Occupier Amenity - Light, Outlook and Privacy

- 6.4.6 All of the proposed units would provide dual aspect fenestration, and all habitable rooms would be served by at least one window. Officers are satisfied that the proposed new dwellings would be provided with adequate natural light, outlook and ventilation. The proposed units are to be configured in such a way that they would not give rise to harmful mutual overlooking between each other and also in relation to surrounding dwellinghouses, this is largely achieved through the provision of appropriately high and robust screening to the private amenity areas.

Vertical Stacking

- 6.4.7 With regards to vertical stacking, the layout of the proposed flats have been arranged to ensure bedrooms would not overlap living rooms/kitchen, officers are therefore satisfied that there would not be harmful noise transference between the flats.

Amenity Space

- 6.4.8 Policy DM27 of the Development Management Policies Local Plan and paragraph 4.64 of the Council's Residential Design Guide SPD notes that residential development should provide appropriate amenity space.
- 6.4.9 With Policy D6 of the London Plan it is noted that where there are no higher local standards in a borough's Development Plan Documents, a minimum of 5m² of private amenity space should be provided for 1-2 person dwellings and an extra 1m² should be provided for each additional occupant and it must achieve a minimum depth and width of 1.5m.
- 6.4.10 Each unit would be provided with their own private outdoor terraces or balconies which are considered to be of sufficient sizes, meeting the requirements set out within the London Plan, furthermore ample communal amenity space would be provided around the perimeter of the proposed building, to complement the private amenity space. Within the assessment of application P/2324/23 officers raised concern over the usability of balconies and ground floor terraces as these all fronted highways and were considered to provide occupants with poor levels of privacy given that they were clearly observable along the street. Officers also raised concerns over users of communal amenity areas overlooking ground floor windows

and terraces. Upon further examination of the current proposal, whilst some areas of the terraces and balconies would be observable along the street and from the communal amenity areas, it is considered on balance that the privacy screens together with defensible planting across the perimeter of the building could provide an adequate level of privacy for users. Officers have recommended the application of conditions requiring the provision of further details on proposed boundary treatment works and a condition requesting further details on materials including for boundary screens, following the submission of further details, officers can verify if the proposed defensible planting and privacy screens are of a sufficient height, and can request height increases if this is absolutely necessary.

6.5 Adjacent Neighbours

6.5.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies Local Plan (2013):DM1
- London Plan (2021): D3

Relevant Supplementary Documents

- Residential Design Guide (2010)

6.5.2 Policy DM1 of the Development Management Policies Local Plan 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".

Noise Intensification

6.5.3 The proposed development would result in a net increase of 4 units, as such there would be a degree of noise intensification, however the extent of this is not considered to be significant enough to warrant a reason for refusal. It is not uncommon to have blocks of flats of this size within residential areas of this context, furthermore, given the fairly dense arrangements of plots within this particular locality it is considered that surrounding neighbours would already experience similar impacts.

New Building

Impact on No. 42 Somervell Road

6.5.4 The proposed new building is sited east of No. 42 Somervell Road. The proposed development is set at two storeys and would therefore have a more profound impact upon No. 42 Somervell Road than the existing bungalows. One of the segments of the building would sit parallel to the main flank wall of this neighbouring property (an approximately 5 metres gap to No. 42 Somervell Road's boundary and an approximately 6 metre gap to the flank wall of this neighbour). The other segment of the building would protrude slightly beyond the rear facade of this neighbouring

property, however there would be a significant gap between this segment and No. 42 Somervell Road (approximately 15.45 metres to No. 42 Somervell Road's boundary, and an approximately 16.45 metre gap to be the flank wall of this neighbour).

- 6.5.5 Although it would be greater in scale than the bungalow at No. 42 Somervell Road, given that the proposed building is well set away from the boundary of this neighbouring property, it is not considered to give rise to an undue loss of light, outlook and visual amenity in respect to this neighbour's rear garden and habitable room windows. It should be noted that the proposed building would accord with the Council's 45 Degree Code (on a horizontal plane) in respect to this neighbouring property. Officers have observed that No. 42 Somervell Road features ground floor flank habitable room fenestration that would face towards the proposed building, however officers have observed that the proposed development would also accord with the Council's 45 Degree Code (on a vertical plane) in respect to this neighbour's flank fenestration. It is worth adding that views from this neighbour's flank windows are already well restricted by way of the existing fence between the site and No. 42 Somervell Road. Based on the above, the proposed development is considered to have an acceptable impact in relation to this neighbour's facing flank fenestration.
- 6.5.6 The western facing flank kitchen and bedroom windows of Unit's 3 and 4 would sit parallel to the main flank wall of No. 42 Somervell Road, however given that both bedroom windows are set at a high level and the kitchen windows are indicated to be obscure glazed, officers are satisfied that these windows would not enable harmful overlooking of this neighbouring property's flank windows. The side of Unit 3's terrace and Unit 4's balcony would also sit parallel to the facing flank wall of No. 42 Somervell Road, however the proposed flank boundary screening is considered to be sufficient in height to prevent overlooking.

Impact on No. 42a Somervell Road and 3 Carlyon Avenue

- 6.5.7 Based on its significant separation distance from the main dwellings and rear gardens of No. 42a Somervell Road and 3 Carlyon Avenue the proposed building is not considered to give rise to harmful impacts relating to loss of light, overshadowing and loss of outlook in respect to these neighbouring dwellings.

Bin Storage, Cycle Storage, Landscaping and Boundary Treatment Works

- 6.5.8 The proposed development's associated bin storage, cycle storage, landscaping and boundary treatment works are not considered to appear prominent enough when viewed from surrounding neighbouring properties to result in undue harm. The proposed bin and cycle stores would sit adjacent to the boundary of No. 42 Somervell Road, with the cycle stores and cycle maintenance space siting parallel to the main flank wall of this neighbouring property, and the proposed bin store siting parallel to the rear garden of this neighbouring property. The bin store would have a height of approximately 2.1 metres and would be slightly set in from the boundary of No. 42, and the proposed cycle stores and maintenance shed would have a maximum height of 2.2 metres however they would slope down to approximately 2 metres on the side bordering No. 42 Somervell Road, and these outbuildings would be slightly set in from the boundary of this neighbouring property. Whilst officers

acknowledge that the rear garden and flank windows of No. 42 Somervell Road, may be afforded with some views of the tops of the bin store and cycle store and maintenance shed respectively, the bulk of these outbuildings would be obscured from view by way of flank boundary treatment between the site and No. 42 Somervell Road, the impact is not considered significant enough to warrant a refusal of the application.

6.6 Accessibility

6.6.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.K
- Harrow Development Management Polices Local Plan (2013): DM2
- London Plan (2021): D7

6.6.2 London Plan policy D7 and associated Housing SPG standards, sets out that 90% of new homes should meet Building Regulations requirement M4(2) 'accessible and adaptable dwellings' and 10% should meet Building Regulation requirement M4(3) 'wheelchair user dwellings'

6.6.3 Policy DM2 of the Development Management Polices Local Plan seeks to ensure that all new housing is built to 'Lifetime Homes' standards. Given that the lifetime homes standards no longer exist, in according with the interests of Policy DM2, the Council would expect any proposals for new residential development to be in accordance with Policy D7 of the London Plan.

6.6.4 Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Given that the lifetime homes standards no longer exist, in according with the interests of Policy CS1.K, the Council would expect any proposals for new residential development to be in accordance with Policy D7 of the London Plan.

6.6.5 The proposed floor plan drawings indicate that level access is provided to the main front entrance of the building so officers are satisfied that the ground floor units could in theory accord with the requirements of M4(2) 'accessible and adaptable dwellings' and Building Regulation requirement M4(3) 'wheelchair user dwellings'. Notwithstanding this, proposed first floor units would only be accessible via an internal staircase so the upper units do not appear to provide step free access in line with the above requirements. Based on the number of units proposed it is considered unreasonable for a lift to be expected in this instance, this is unlikely to be financially viable in any case. Based on the fact that the scheme is a minor development, and the ground floor units appear to be step-free and wheelchair accessible, the development is considered on balance to be acceptable in this regard.

6.7 Ecology and Biodiversity

6.7.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Development Management Policies Local Plan (2013): DM20, DM21
- London Plan (2021): Policy G6

6.7.2 Policy G6 of the London Plan relates to biodiversity and access to nature. Part A of the policy notes that Sites of Importance for Nature Conservation (SINCs) should be protected. Part C of the policy notes that where harm to a SINC is unavoidable, and the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- 1) Avoid damaging the significant ecological features of the site
- 2) Minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- 3) Deliver off-site compensation of better biodiversity value.

Part D of the policy notes that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process. Finally, Part E of the policy notes that proposals which reduce deficiencies in access to nature should be considered positively.

6.7.3 Policy DM20 of the DMP relates to the protection of biodiversity and access to nature, and primarily concerns the retention and enhancement of biodiversity features.

6.7.4 Policy DM21 A notes that opportunities to enhance locally important habitats and to support locally important species will be sought in accordance with the Harrow Biodiversity Action Plan. Where possible, proposals should secure the restoration and re-creation of significant components of the natural environment as part of the layout of the development.

6.7.5 The application site is not located within or adjacent to a Site of Importance for Nature Conservation and is not of considerable ecological value. Notwithstanding this, the applicant is proposing various enhancements to soft landscaping on site including planting several new trees all of which would provide a modest biodiversity net gain. It is worth noting that the small sites Biodiversity Net Gain requirement does not apply to this development as this is only relevant to applications received from 02/04/2024. Taking into account the proposed enhancements alongside the fact that the existing site is not of significant ecological and biodiversity merit, the proposal is not considered to be contrary to the interests of Policies G6 of the London Plan and Policies DM20 and DM21 of the Council's DMP.

6.8 Traffic, Parking and Refuse

6.8.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.Q, CS1.R, CS1.S
- Harrow Development Management Policies Local Plan (2013): DM42 DM44, DM45,
- London Plan (2021): D5, SI7, T5, T6, T6.1, T7

Relevant Supplementary Documents

- Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

6.8.2 Policy DM42 of the Development Management Plan relates to the Council's parking standards. Criterion (F) of this Policy notes that proposals that would result in inappropriate on-site parking provision and those which would create significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclists will be resisted.

6.8.3 Policy DM44 of the Council's Development Management Plan relates to servicing. It is expected for development should make satisfactory arrangements for access to and servicing within the site during construction. Proposals that would be detrimental to safety, traffic flow or the amenity of neighbouring occupiers will be resisted.

6.8.4 Policy DM45 relates to Waste Management. Part A of the policy notes that all proposals will be required to make on-site provision for general waste, the separation of recyclable materials and the collection of organic materials for composting.

6.8.5 Policy SI 7 of the London Plan relates to reducing waste and supporting the circular economy. Within SI 7 A (6) it is suggested that development should be designed with adequate, flexible and easily accessible storage space and collection systems that support as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

6.8.6 Policy D5 of the London Plan notes that development proposals should achieve the highest standards of acceptability and inclusive design, this includes for disabled occupants.

6.8.7 The application site is located within an area with a Public Transport Accessibility Level (PTAL) of 2 meaning that it has poor access to public transport. As per London Plan maximum car parking standards up to 0.75 spaces would be permitted for Units 1, 2, 5 and 6 (per dwelling), and up to 1 space would be permitted for Units 3 and 4 (per dwelling). The proposed development would provide a total of 4. no on-site car parking spaces including one disabled parking space, which is supported under Policy T6.1 G and Policy D5 of the London Plan. Applying London Plan maximum

parking standards, it would not be unreasonable for a development of this scale to provide 5.no on site car parking spaces. London Plan car parking standards are applied as a maximum, as such officers do not raise objection to the provision of 4.no car parking spaces. Taking into account the scale of the development, alongside the fact that 4.no car parking spaces are provided on site, officers have no significant concerns over the proposal resulting in a significant increase in on-street car parking strain within the area.

- 6.8.8 The number and sizes of the units proposed are not considered to be of a significant enough scale to result in significant increase in trip generation, and there is no evidence to suggest that the development would unduly impact upon highways safety.
- 6.8.9 As indicated within the applicant's Proposed Site Plan, they are proposing to remove an existing vehicular access point along Somervell Road and make good the surfaces. Whilst officers do not raise any objections to this on planning grounds, it is worth noting that separate highways approval would be required for this. An informative has been recommended to make this clear to the applicant.
- 6.8.10 As per London Plan minimum cycle parking standards, a minimum of 2.no long stay cycle parking spaces would be expected for each dwelling (12.no in total) and a total of 2.no short stay spaces cycle parking spaces. The proposed development would provide a sufficient quantity of long and short stay spaces in line with London Plan Standards.
- 6.8.11 The storage capacity of the proposed refuse enclosure appears to be sufficient to accommodate the required number of bins for a development of this scale. Officers do not have concerns over proposed refuse collection arrangements, the applicant's Proposed Site Plan indicates a storage point within the car park for bins which would be easily accessible for waste collection operatives directly from the main highway along Carlyon Avenue.
- 6.8.12 Given that the proposal requires extensive demolition and construction works, officers have suggested a condition requiring the applicant to provide a Demolition and Construction Method Statement prior to the commencement of the development.

6.9 Development and Flood Risk

6.9.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.U, CS1.W
- Harrow Development Management Polices Local Plan (2013): DM9, DM10,
- London Plan (2021): SI 12, SI 13

6.9.2 The application site is located within a Critical Drainage Area and would result in an increase in development footprint on site and would therefore have an impact in terms of increase surface water flood risk. In order to be conclusively satisfied that the proposed development would not be susceptible to unacceptable flood risk and

would not unduly exacerbate flood risk elsewhere, officers have recommended the application of standard conditions relating to the disposal of foul water, and surface water disposal and attenuation. In addition, officers have recommended for the application of a standard informative encouraging the use of Sustainable Urban Drainage systems (SUDs).

6.10 Sustainability

6.10.1 The relevant policies are:

- National Planning Policy Framework (2023)
- Harrow Core Strategy (2012): CS1.T
- Harrow Development Management Policies Local Plan (2013): DM12, DM14
- London Plan (2021): SI 2

Relevant Supplementary Documents

- SPD: Sustainable Building Design (2009)

6.10.2 London Plan policy SI 2 Minimising greenhouse gas emission states that major development should be net zero carbon.

6.10.3 Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to “utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials”...” Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity”. Policy DM14 highlights that development proposals should incorporate renewable energy technology where feasible.

6.10.4 For minor development proposals, the development plan at this point does not set out energy and sustainability targets greater than those required by Building Regulations. As these standards would be secured through other legislation, the proposal is not considered to conflict with sustainability policies in the development plan.

6.11 Fire Safety

6.11.1 The relevant policies are:

- National Planning Policy Framework (2023)
- London Plan (2021): D12

6.11.2 Policy D12 of the London Plan notes that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.

6.11.3 The applicant has submitted a Fire Safety Statement, however the level of information provided within this document is considered to be too basic for a

development of this scale. A condition has consequently been recommended requiring the applicant to submit a fully comprehensive fire safety strategy prior to the occupation of the development. This condition clearly details the level of information that is required.

7.0 CONCLUSION AND REASONS FOR RECOMMENDING APPROVAL

- 7.1 The proposal would not constitute Garden Land Development; it would contribute positively towards housing stock within the Borough and the quality of accommodation for the future. It would not detract from the character and appearance of the host building, street scene and area in a wider context. It would provide a suitable quality of accommodation for future occupiers without unduly impacting neighbouring residential amenity. The development is considered to be appropriately accessible. The proposal would provide a modest gain to biodiversity on site. It is not considered to result in significantly adverse traffic and parking impacts. The development's proposed refuse storage arrangements are considered to be acceptable. Insufficient detail has been provided on the development's compliance with Secured by Design requirements additional detail on this can be requested and secured via condition. Conditions have also been recommended requiring the submission of a Demolition and Construction Logistics Plan, a Delivery and Servicing Plan, a Car Park Design and Management Plan, a detailed Fire Safety Statement, and further details on proposed materials, landscaping works, boundary treatment works, television reception equipment, as well as details on foul water disposal and surface water disposal and attenuation.
- 7.2 Subject to conditions, the proposed development would be in accordance with the National Planning Policy Framework (2023), Policies D1, D3, D4, D5, D6, D7, D11, D12, D14, G6, H1, H2, H10, G6, G7, SI 7, SI 12, SI 13, T5, T6, T6.1, T7 of the London Plan, Core Policy CS1 of the Harrow Core Strategy, Policies DM1, DM2, DM9, DM10, DM12, DM14, DM20, DM21, DM22, DM23, DM24, DM27, DM42, DM44, DM45 of the Harrow Development Management Policies Local Plan, and the guidance set out within the Garden Land Development SPD (2012), the Residential Design Guide SPD (2010), the Technical Housing Standard – Nationally Described Space Standards (2015), Characterisation and Growth Strategy LPG (2023), Small Sites Design Codes LPG (2023), Optimising Site Capacity: A Design-Led Approach LPG (2023), Housing Design Standards LPG (2023), the Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties SPD (2016) and finally the Sustainable Building Design SPD (2009).

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 92 of the Town and Country Planning Act 1990.

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and plans:

Untitled CGI Photos, Energy Statement (Dated April 2023), Fire Safety Statement, FRA & SuDS Report, NWA-22-003-1 REV: A, NWA-22-003-2 REV: B, NWA-22-003-3 REV: A, NWA-22-003-4, NWA-22-003-5, NWA-22-003-6 REV: A, NWA-22-003-LOC_E, NWA-22-003-LOC_P REV: C, NWA-22-003-TOPO, Resubmission Statement.

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

3. Glazing

No window(s)/door(s), other than those shown on the approved plans shall be installed in the flank elevation(s) of the development hereby permitted without the prior permission in writing of the local planning authority.

REASON: To safeguard the residential amenities of neighbouring residents, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

4. Materials

Notwithstanding the details shown on the approved drawings, the development hereby approved shall not progress beyond damp proof course level until samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below have been made available for the local planning authority to view on site, and have been agreed in writing by, the local planning authority:

- a) facing materials for the external walls
- b) roof tiles
- c) materials associated with balustrades and privacy screens
- d) windows and doors

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

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

5. Surface Water Disposal and Attenuation

The development hereby permitted shall not be commenced (other than demolition works) until works for the disposal of surface water and works for surface water attenuation and storage have been submitted to, and approved in writing by, the local planning authority.

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development achieves an appropriate run-off rates in this high risk flood area and to ensure that sustainable urban drainage measures are utilised.

6. Foul Water Disposal

The development hereby permitted shall not be commenced (other than demolition works) until works for the disposal of sewage have been submitted to, and approved in writing by, the local planning authority.

The development shall be carried out in accordance with the details so agreed prior to the occupation of the development, and shall be retained as such thereafter.

REASON: To ensure that adequate drainage facilities are provided for the development.

7. Demolition and Construction Logistics Plan

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

- i) How traffic would be managed to minimise disruption
- j) Air quality management measures

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, and to ensure that the transport network impact of demolition and construction work associated with the development is managed. To ensure that measures are agreed and in place to manage and reduce dust, noise and vibration during the demolition and construction phases of the development and manage transport impacts during the demolition and construction phases of the development.

8. Delivery and Servicing Plan

No development shall take place, including any works of demolition, until a Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by the Local Planning Authority.

The approved DSP shall be adhered to in perpetuity and following occupation.

REASON: To manage the impact of the development upon the local area during its operation in the interests of public amenity and the local natural environment.

9. Car Park Design and Management Plan

The development hereby approved shall not be first occupied until a detailed parking design and management plan is submitted to and approved in writing by the Local Planning Authority to set out how parking will be allocated / controlled. The parking management plan shall set out details of disabled parking provision; active and passive electric vehicle charging points in accordance with London Plan standards.

The arrangements so agreed shall be put in place prior to the first occupation of the units hereby approved and shall thereafter be retained.

REASON: To ensure car parking provision is available for use by the occupants and visitors of the site in accordance with the National Planning Policy Framework (2023), Policy T6 of the London Plan (2021) and Policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

10. Landscaping

Notwithstanding the approved plans, the development hereby permitted shall not be occupied until there has been submitted to and approved in writing by, the local planning authority, a scheme of hard and soft landscape works for the whole site. Soft landscaping plans shall include planting plans (at a scale not less than 1:100), schedule of plants, noting species, plant sizes, plant containers

(all at time of plating) and proposed numbers/densities and a landscape implementation programme. Hard landscaping works shall include: material details, if permeable materials are used full construction details (including cross sections) of permeable paving and their maintenance plan. Details shall also be provided on the heights and appearance of all proposed boundary treatment works (including gates, fencing, hedging and walls). Notwithstanding the approved drawings, new secure iron access gates shall be made accessible through a keyed or encrypted fob entry system.

The development shall be carried out in accordance with the details as so agreed prior to the first occupation of the development.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, and in the interests of preventing crime.

11. Landscaping Implementation

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(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

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

12. Cycle Parking

Other than when in use, cycles (for long stay use) shall be stored at all times within the designated cycle stores detailed on Drawing No. NWA-22-003-2 REV: B.

REASON: To safeguard the character and appearance of the area, and minimize the risk of crime.

13. Refuse Storage

The refuse and waste bins shall be stored at all times, other than on collection days, within the designated refuse store as shown on Drawing No. NWA-22-003-2 REV: B.

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

14. Permitted Development Restrictions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no development in relation to the site which would otherwise fall within Class A of Part 2 of Schedule 2, Class A of Part 20 of Schedule 2, and Class L of Schedule 2 Part 3, shall be carried out without the prior written permission of the local planning authority.

REASON: To prevent an unacceptable subdivision of the site's communal garden and 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 D3 of the London Plan 2021 and the Core Planning Principles of the National Planning Policy Framework 2023.

15. Television Reception Equipment

Prior to the first occupation of the development, details of a strategy for the provision of communal facilities for television reception (eg. aerials, dishes and other such equipment) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the specific size and location of all equipment. The approved details shall be implemented prior to the first occupation of the relevant phase and shall be retained thereafter. No other television reception equipment shall be introduced onto the walls or the roof of the building without the prior written approval of the Local Planning Authority.

REASON: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the high quality design of the buildings and spaces.

16. Fire Safety Statement

Notwithstanding the submitted drawings The development hereby approved shall not be occupied until a Fire Safety Statement has been submitted to and approved in writing by the Local Planning Authority, this statement shall include details of how the development will function in terms of the following:

- 1) Identify suitably positioned unobstructed outside space: a) for fire appliances to be positioned on b) appropriate for use as an evacuation assembly point
- 2) Is designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) Is constructed in an appropriate way to minimise the risk of fire spread
- 4) Provide suitable and convenient means of escape, and associated evacuation strategy for all building users

- 5) Develop a robust management strategy for evacuation which is to be periodically updated and published (details of how often this management strategy is to be reviewed and published to be included), and which all building users can have confidence in
- 6) Provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

The development shall be operated in accordance with the approved details in perpetuity.

REASON: To ensure that the fire safety of the proposed building is managed in a satisfactory manner and that the development contributes to fire safety in line with Policy D12A of the London Plan (2021).

17. Secured by Design

Evidence of certification of Secure by Design Accreditation for the development shall be submitted to the Local Planning Authority in writing for approval before any part of the development is occupied or used. The development shall only be completed and operated in accordance with any approval.

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

INFORMATIVES:

1. Policies

The following policies are relevant to this decision:

The National Planning Policy Framework (2023)

London Plan 2021: D1, D3, D4, D5, D6, D7, D11, D12, D14, G6, H1, H2, H10, G6, G7, SI 7, SI 12, SI 13, T5, T6, T6.1, T7

The Harrow Core Strategy 2012: CS1

Harrow Development Management Policies Local Plan 2013:

DM1, DM2, DM9, DM10, DM12, DM14, DM20, DM21, DM22, DM23, DM24, DM27, DM42, DM44, DM45

Supplementary Planning Documents: Garden Land Development SPD (2012), the Residential Design Guide SPD (2010), the Technical Housing Standard – Nationally Described Space Standards (2016), Characterisation and Growth Strategy LPG (2023), Small Sites Design Codes LPG (2023), Optimising Site Capacity: A Design-Led Approach LPG (2023), Housing Design Standards LPG (2023). the Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties SPD (2016)

2. 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

3. 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>

4. Liability For Damage to Highway

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to nrswa@harrow.gov.uk or telephone 020 8424 1884 where

assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

5. Grant with Pre-App Advice

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 39-42 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

6. Sustainable Drainage Systems

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 (2023) 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. The London Plan (2021) 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.

7. Mayoral 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 Provisional Mayoral CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £60/sqm is approximately £19,623 (Includes Indexation)

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 planningportal 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.

8. 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 Provisional Harrow CIL liability for the application, based on the Harrow CIL levy rate for Harrow of £110/sqm is approximately £52,996 (Includes Indexation).

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).

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

9. Thames Water

The applicant can contact Thames Water developer services by email: developer.services@thameswater.co.uk or by phone: 0800 009 3921 or on Thames Water website www.developerservices.co.uk for drainage connections consent.

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. Highway Approval Required for Removal of Crossover

Notwithstanding the approval of this planning application, the applicant is advised that separate Highways approval is required for proposed removal of the crossover and alteration to the pedestrian access points along Somervell Road. The applicant is advised to make contact with the Council's Vehicles Crossings Team and Network Management Team by emailing vehiclecrossings@harrow.gov.uk and highways@harrow.gov.uk

CHECKED

 <p>Orla Murphy Head of Development Management</p> <p>4th April 2024</p>	 <p>Viv Evans Chief Planning Officer</p> <p>4th April 2024</p>
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APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOS

Front Elevation of 40A Somervell Road:



Front Elevation of 40A Somervell Road:



Front Elevation of 1 Carlyon Avenue:



Front Elevation of 1 Carlyon Avenue:



Garden of 1 Carlyon Avenue:



Garden of 1 Carlyon Avenue:



Boundary Between No.1 and 3 Carlyon Avenue:



3 Carlyon Avenue:



Long View of the Site (Along Carlyon Avenue):



Long View of the Site (Along Carlyon Avenue):



Long View of the Site (Junction between Somervell Road and Carlyon Avenue):



Long View of the Site (Along Somervell Road):



View of 1 and 3 Balmoral Road:



View of 42 and 42A Somervell Road:

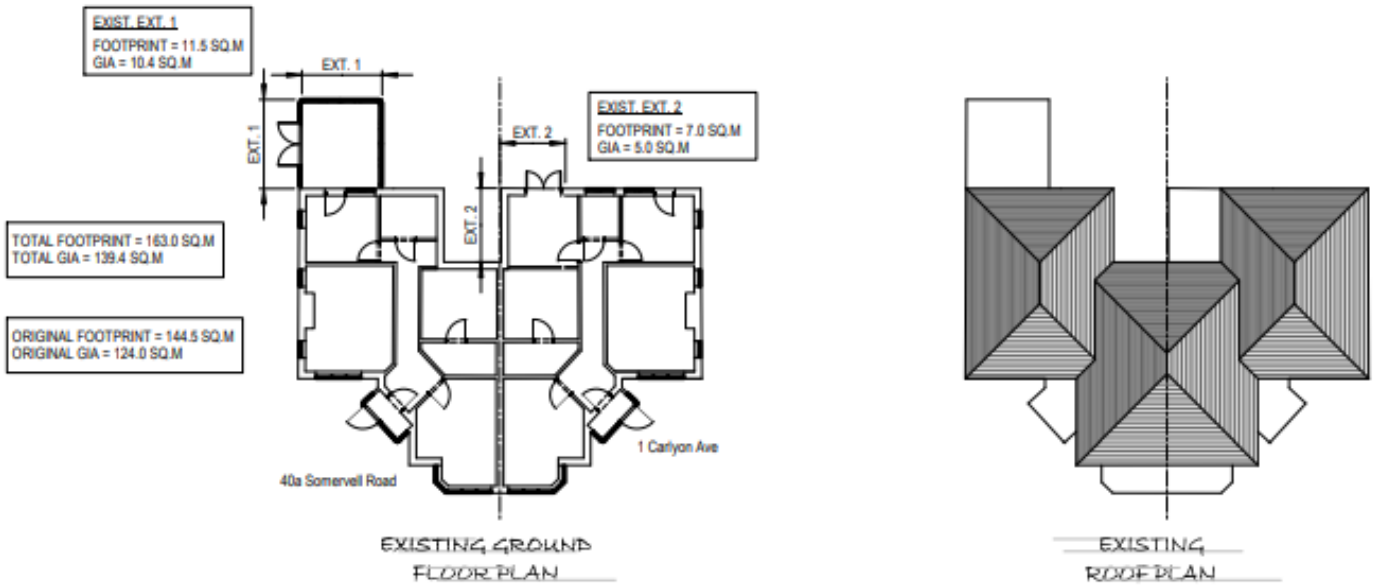


Aerial View of Site:

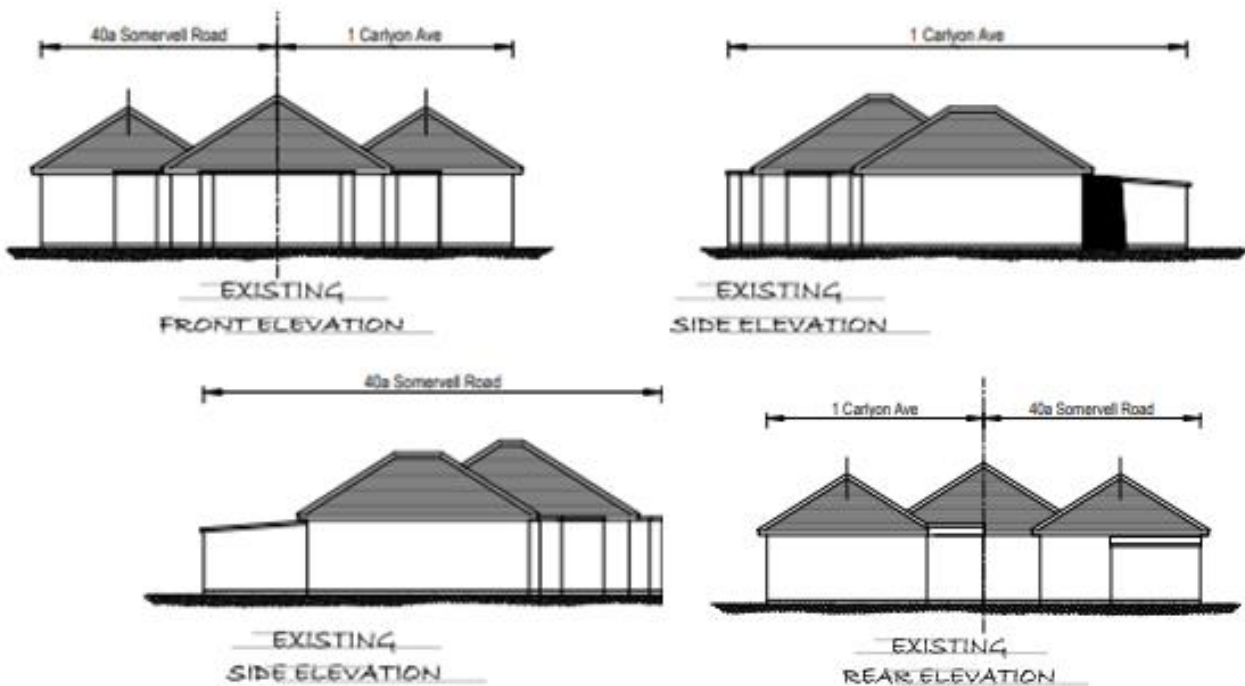


APPENDIX 4: PLANS AND ELEVATIONS

Existing Floor and Roof Plans:



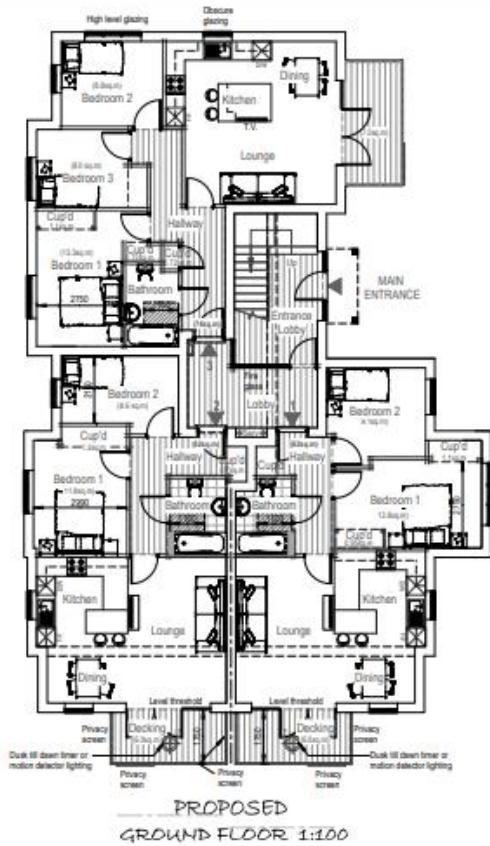
Existing Elevations:



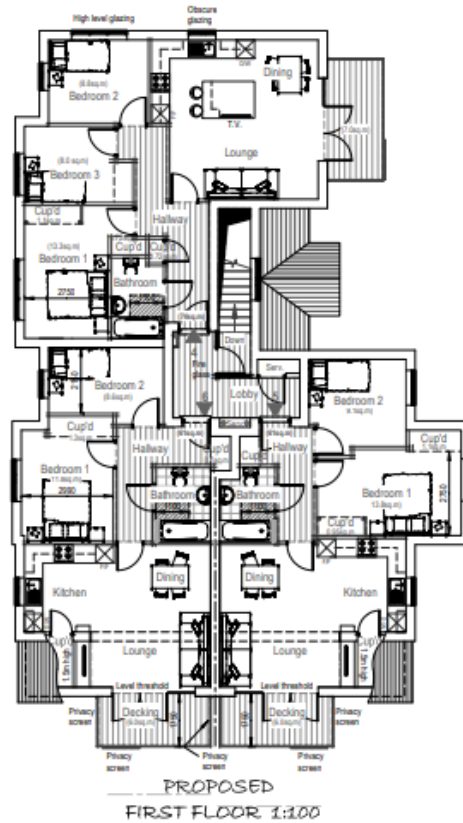
Proposed Site and Block Plan:



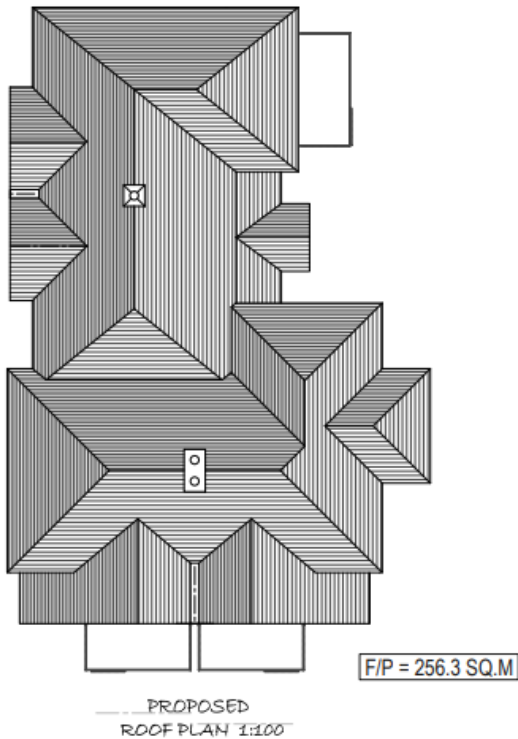
Proposed Ground Floor Plan:



Proposed First Floor Plan:



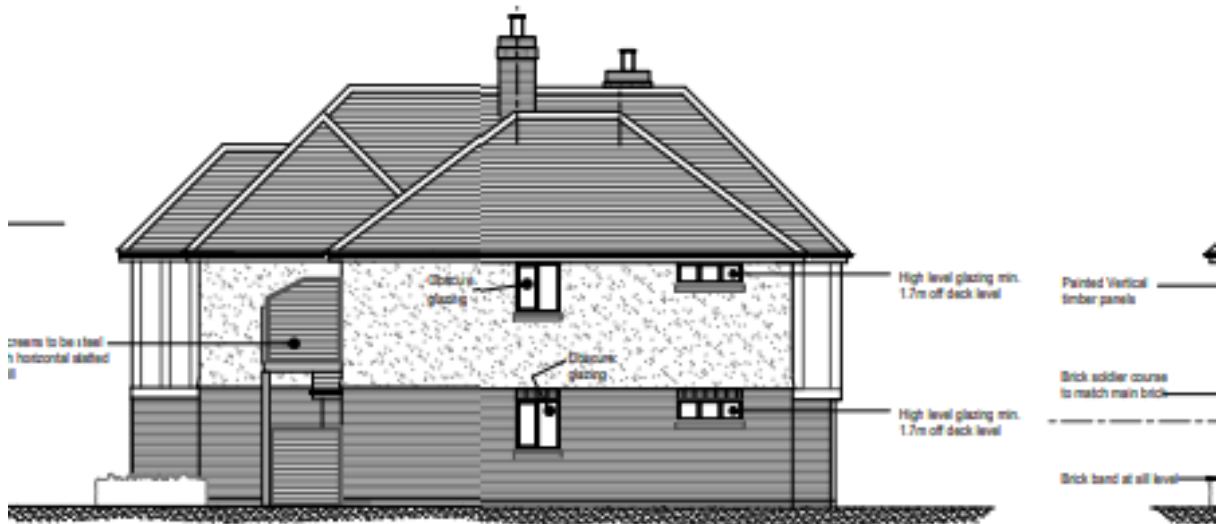
Proposed Roof Plan:



Proposed Front and Rear Elevations:



PROPOSED FRONT
ELEVATION 1:100



PROPOSED REAR
ELEVATION 1:100

Proposed Side Elevations:



PROPOSED SIDE ELEVATION 1:100 (CARLYON AVENUE)



PROPOSED SIDE ELEVATION 1:100 (SOMERVELL ROAD)

Part M(2) - Accessible and Adaptable Dwellings

To meet Part M(2) of the building regulations, the following criteria has been used to assess the proposals against providing reasonable provisions for gaining access to, and use of the dwelling and its facilities by occupants with varying needs.

Access to:

All the point or points at which an occupant or visitor would expect to get in or out of a car:

- Level access to the principal entrance or suitable alternative entrance.
- 900mm wide approach route.
- Ramps between 1:10 and 1:20.
- Landings: 900mm long at the head, intermediate and base of ramps.

Parking

- Parking bay 2.4m wide x 4.8m long. Must be capable of being increased to 3.3m wide.
- Communal parking to flats or have at least one bay (to the above dimensions provided close to the shared entrance. Minimum clear access zone of 900mm to one side and a dropped curb.
- Parking bay must be level or, where unavoidable, gently sloping (1:60 to 1:20).
- Surface finish to be firm and even with no loose laid materials.

Entrance

- Canopy at level entrance 900mm wide and 600mm deep.
- Dark 90 degree corner or motion detection lighting adjacent to entrance.
- Entrance door minimum 800mm clear opening.
- Of a porch is included it must allow 1500mm between the two door swings.

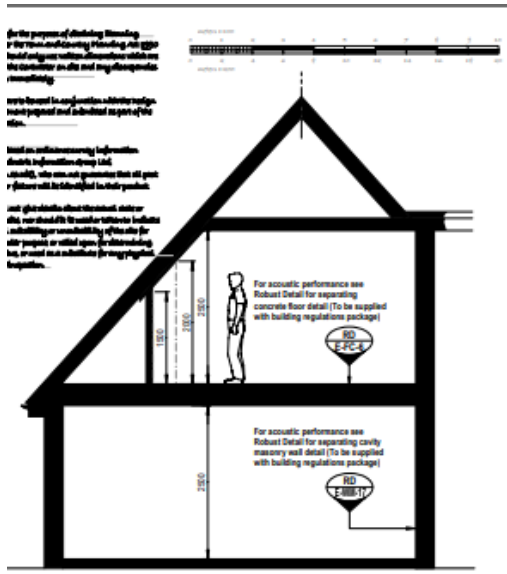
Circulation

- Minimum rise of 300mm to the leading edge of the doors (entrance storey only).
- Step free to all rooms within entrance storey.
- 900mm unobstructed corridor widths.
- Living area to be included on entrance storey (living room, dining room or kitchen dining).
- Stairs 850mm clearwidth.
- 1200mm minimum clear space in front of kitchen units and appliances.
- 900mm maximum to glazing of picture windows in living room.

Bedrooms

- Main double bedroom to have 750mm clear zone to both sides and foot of

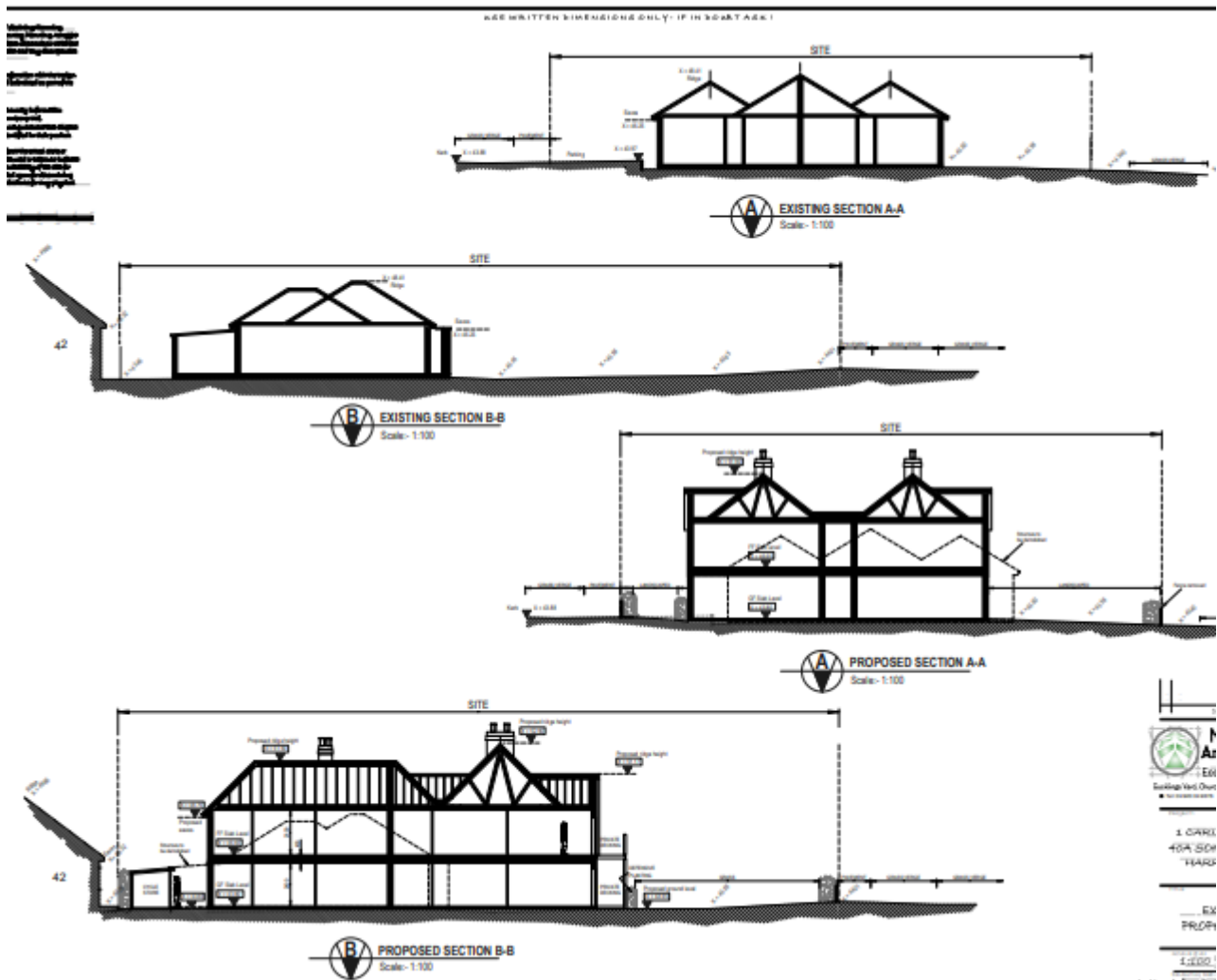
Proposed Section:



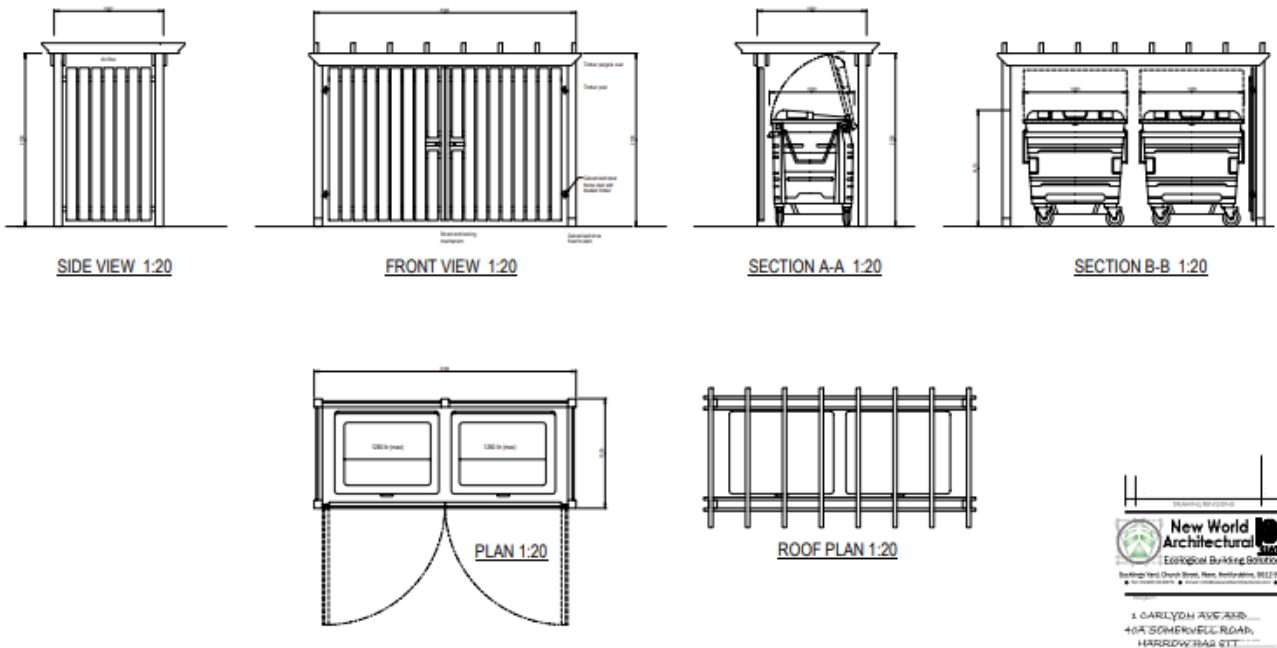
SECTION THROUGH REDUCED HEADROOM 1:50 (UNITS 5 & 6)

Privacy screens to be steel frame with horizontal slatted timber infill

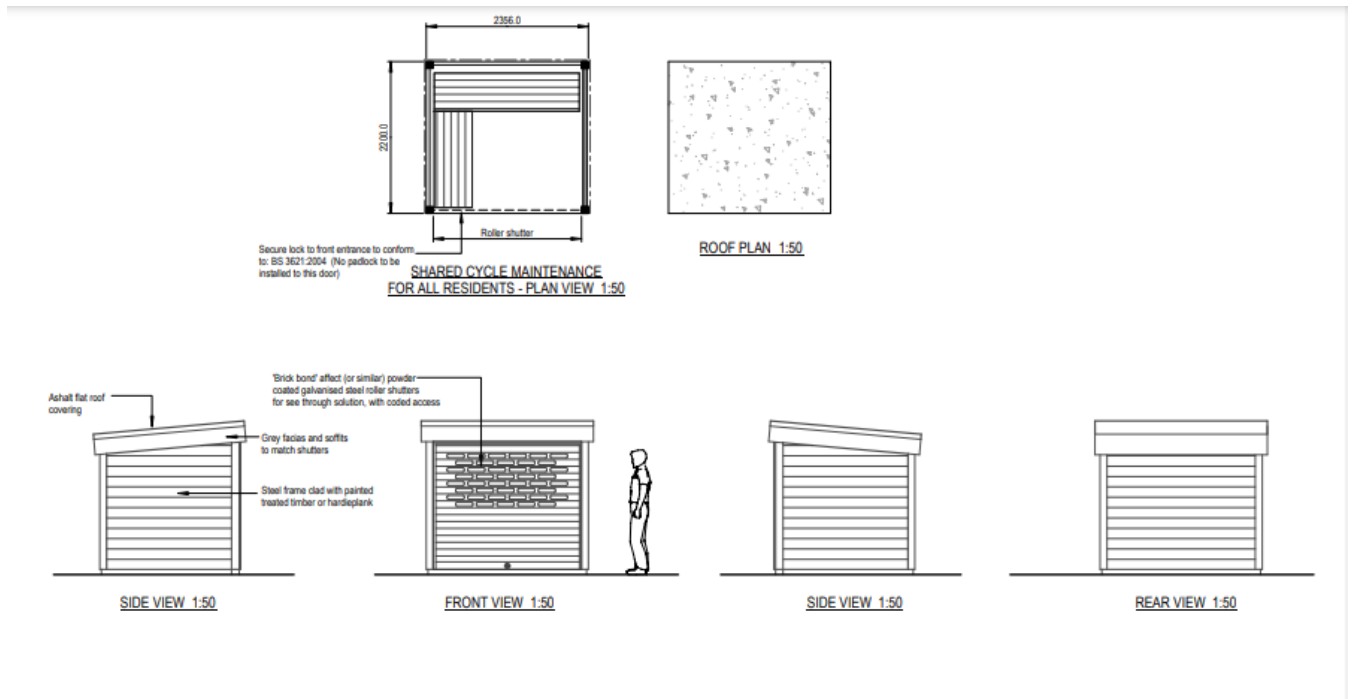
Existing and Proposed Sections:



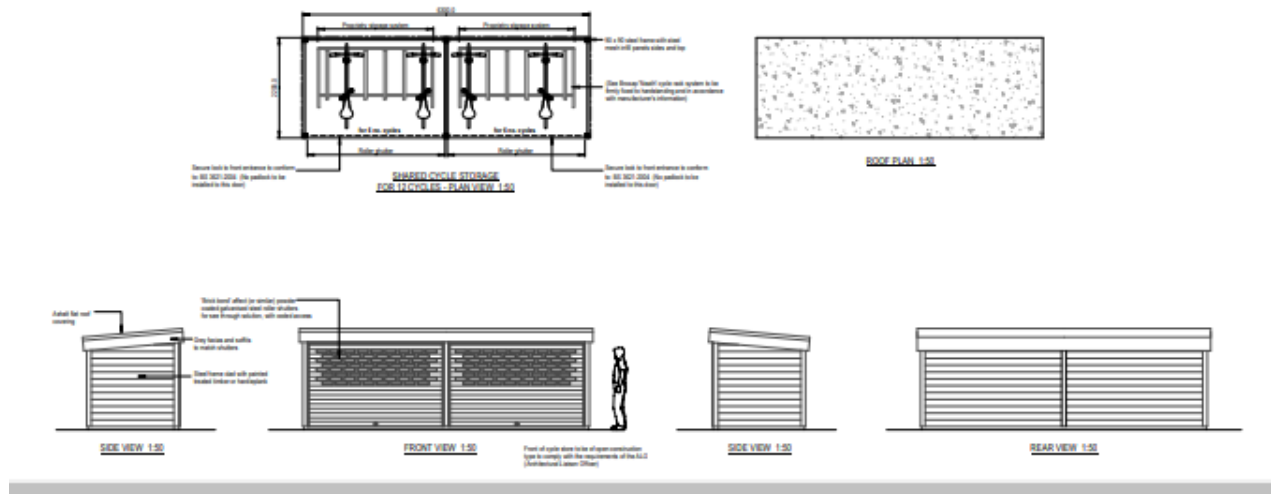
Proposed Bin Store Details:



Proposed Cycle Maintenance Shed Details:



Proposed Cycle Store Details:



Proposed CGI Drawing (Somervell Road):



Proposed CGI Drawing (Somervell Road):



Proposed CGI Drawing (View from Balmoral Road):



Proposed CGI Drawing (View from Balmoral Road):



Proposed CGI Drawing (Carlyon Avenue):



Proposed CGI Drawing (View from Rear Garden of 42 Somervell Road):



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