

## Planning Note: Antoneys Close, HA5 3LP

This Planning Note assesses the scope of redeveloping the site to provide housing. This desktop appraisal includes a review of the relevant planning history for the site and surrounding area and a commentary on the planning policy framework, before assessing the scope of residential development.

### Existing Site and Surroundings

**Site Area**  
495 sqm.

#### Site Description

The site comprises an existing area of hardstanding which is understood to be utilised for car parking. The site is located at the end of Antoneys Close. The eastern, western and southern site boundaries are characterised by mature trees and vegetation.

#### Surroundings

The site is located within a predominantly residential area, with Antoneys Road itself being characterised by various housing typologies including one storey bungalows, two storey terraced houses and three storey flatted buildings.

Directly to the north of the site is 46a Antoneys Close which is a two storey terraced house. To the south, east and north of the site is a large green space which is characterised by mature trees and designated as a Site of Importance for Nature Conservation (SINC).

#### Transport Accessibility

The site has a Public Transport Accessibility Level (PTAL) of 1b on a scale where 0 is the lowest level of accessibility and 6b is the highest.

There are three bus stops within 450 metres of the site, which are served by routes H11, H12 and H13. The closest stations are Pinner and Northwood Hills which are located approximately 1.3 km and 2 km from the site respectively and are both served by the Metropolitan line. To the west of Antoneys Close is the A404 Uxbridge Road.

#### Conservation Areas/Listed Buildings

The site does not fall within a Conservation Area nor does it contain any listed buildings.

#### Flooding

The site falls within flood zone 1 on the Environment Agency's flood maps and is therefore at a low risk of flooding.

#### Trees

There are no trees on-site protected by a Tree Preservation Order (TPO). However, there are a number of trees which are subject to TPOs adjacent to the eastern site boundary, which form part of a wider Tree Preservation Area Order (Area 10). Adjacent to the

<b>Planning History Search</b>	<p>northern boundary of the site to the rear of 46a Antoneys Close is a TPO Group Location (G7).</p> <p>A desk-based planning history search of the London Borough of Harrow's (LBH) online statutory records has been undertaken.</p> <p><b>The Site</b> There have been no recent applications for the site's redevelopment.</p> <p><b>Surroundings</b> There have been a number of recent applications submitted for properties along Antoneys Close. This includes applications for tree works, as well as a certificate of lawful development (proposed) for a caravan to be sited within the residential curtilage of 39 Antoneys Close for use as incidental accommodation which was allowed at appeal in 2019 (reference P/3401/18/5558).</p>
<b>Site Specific Designations</b>	<p>The site falls within the following designations on Harrow Council's adopted policies map:</p> <ul style="list-style-type: none"> <li>• Core Strategy Sub Area: Pinner and Hatch End</li> <li>• RAF Northolt Safeguarding Zone</li> <li>• Critical Drainage Area</li> </ul> <p>The site is bordered to the east by a designated Site of Importance for Nature Conservation (SINC) Grade II- the Grail Centre.</p>
<b>The Development Plan and Other Material Planning Considerations</b>	<p>The statutory development plan for the London Borough of Harrow (LBH) comprises:</p> <ul style="list-style-type: none"> <li>• The London Plan (LP, 2016)</li> <li>• Core Strategy (CS, 2012)</li> <li>• Development Management Policies Local Plan (DMP, 2013)</li> <li>• Harrow and Wealdstone Area Action Plan (AAP, 2013)</li> <li>• Site Allocations Local Plan (2013)</li> </ul> <p>Material planning considerations to consider in the determination of a planning application include the National Planning Policy Framework (NPPF, 2019) and the Intend to Publish London Plan (ItP, 2019). Relevant Supplementary Planning Documents (SPDs) include the Harrow Residential Design Guide SPD (RDG SPD, 2010) and the Planning Obligations SPD (2013).</p>
<b>Planning Policy Review</b>	<p><b>Principle of Residential</b> The site has not been designated for any specific use in planning policy terms and constitutes previously developed land. The site is surrounded by housing and therefore a residential use would be consistent with surrounding land uses.</p> <p>The London Plan (2016) sets a minimum annual target of 593 residential units in Harrow, equating to 5,927 new homes over a 10 year period. The 10 year target in the ItP London Plan (2019) increases this target to 8,020 homes, which translates to an annual average of 802 net completions. In addition, Harrow CS Policy CS1 also sets out the need for the provision of additional housing across Harrow. A residential development at the site would contribute towards the housing stock in the Borough.</p>

The ItP London Plan seeks to utilise previously developed small sites for housing (Policies GG2 and H2). Table 4.2 sets a minimum 10 year target of 3,750 net housing completions on small sites (below 0.25 hectares) for the Borough.

In this context it is considered that the redevelopment of the site for housing is acceptable in principle, subject to overcoming other planning policy considerations.

### **Height**

Directly to the north of the site is 46a Antoneys Close which is a two storey terraced house. The surrounding properties are varied, with Antoneys Road itself being characterised by 1 storey bungalows, 2 storey terraced houses and 3 storey flatted buildings. In line with policy DMP DM1 and paragraph 4.16 of the RDG SPD, new development should reflect the scale, massing and roof form of surrounding buildings.

### **Quantum/Density**

The site has a PTAL of 1b and lies in a suburban area. The London Plan density matrix sets out a density guideline of up to 200 habitable rooms per hectare (hr/ha) and 75 units per hectare (u/ha) for a site with this level of accessibility. This equates to a maximum of 10 habitable rooms and 4 units. However, it is recognised that the density matrix is a guide only and should not be applied mechanistically. The emerging ItP London Plan seeks to remove the density matrix and in its place promotes an approach which makes the most efficient use of land (Policy D6).

The appropriate quantum of development will also be determined by other considerations such as residential amenity (including daylight and sunlight impact and ensuring appropriate separation distances to surrounding properties), the level of car parking (both for the new units and any re-provision parking required as a result of the loss of the existing spaces) and the RPAs of retained trees (further information set out in the sections below).

Going forward, it is advised that an architect develops a capacity study for the site to ascertain the appropriate quantum of development, with consideration of the factors highlighted above.

### **Unit Mix**

The Borough's DMP Policy DM24 supports proposals that secure an appropriate mix of housing on site and which contribute to the creation of inclusive and mixed communities. Harrow's CS Policy SC1J identifies that for development sites with a capacity to provide ten or more units, the Council will seek the maximum reasonable amount of affordable housing.

It is advised that the unit mix is discussed and agreed in principle with Planning Officers from the London Borough of Harrow at the pre-application stage.

### **Residential Quality**

Residential development coming forward at the site should accord with the minimum internal space standards set out in Table 3.3 of the London Plan (2016) and Table 3.1 of the ItP London Plan. Any future development should accord with the accessibility standards in London Plan policy 3.8 and emerging ItP Policy D5.

### **Residential Amenity**

Policy DM1 states 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*”. The Harrow Residential Design Guide SPD also provides design guidance in relation to new homes, including new build developments, and sets out standards in relation to internal and external layouts and design features, including streetscape and amenity considerations.

There are two windows on the flank wall of 46a Antoneys Close, at ground and first floor level, which face directly onto the site at the northern boundary. The degree of outlook for this property is likely to be minimised as a result of new development.

The relationship with neighbouring properties in terms of overlooking, privacy and daylight and sunlight should be considered, having regard to the guidance in Harrow’s SPD.

### **Parking**

It is understood that the site is currently utilised for parking. These car parking spaces are not marked and therefore it is difficult to ascertain the number of existing parking spaces. JLL strongly recommend that a parking beat survey is commissioned to determine how this parking area is used and to understand on-site and surrounding parking stress and whether there is any existing capacity. This will determine whether any car parking needs to be re-provided, which may affect the overall developable area.

DMP Policy DM42 states that the Council will expect development to comply with the London Plan maximum parking standards, which are: less than 1 parking space per 1-2 bedroom unit, up to 1.5 spaces per 3 bedroom unit and up to 2 spaces per 4 bedroom+ unit. The London Plan states that for outer London areas with a low PTAL boroughs should consider higher levels of provision to address overspill parking.

Turning to emerging policy, Table 10.3 of the ItP London Plan provides lower maximum standards and seeks up to a maximum of 1.5 spaces per dwelling for areas in Outer London with a PTAL of 0-1.

### **Amenity Space**

Policy DM27 states that the appropriate amount of amenity space should be informed by the Mayor’s Housing Design Guide. Standard 26 of the Mayor of London’s Housing SPG (2016) requires a minimum of 5 sqm of private outdoor space for a 1-2 person dwelling with an additional 1 sqm for each additional occupant. In addition, paragraph 4.65 of the Council’s RDG SPD states “*where balconies are accepted as the only form of amenity space to be within a development, then they should be at least 1.5 metres in depth and of sufficient size to be used as a sitting out area*”.

### **Trees**

There are a number of trees which are subject to TPOs adjacent to the eastern site boundary, which form part of a wider Tree Preservation Area Order (Area 10). Adjacent to the northern boundary of the site to the rear of 46a Antoneys Close is a TPO Group Location (G7). There are also a series of trees (not subject to TPOs) along the southern and western boundaries. It is strongly recommended that a tree survey is undertaken in order

**Community  
Infrastructure  
Levy  
(CIL)/Planning  
Obligations**

to assess whether there would be any significant impact on surrounding trees and their root protection areas (RPAs) as a result of the proposed development.

**Mayoral Community Infrastructure Levy (MCIL)**

Any additional floorspace will be subject to the Mayoral Community Infrastructure Levy (MCIL). This came into effect on 1<sup>st</sup> April 2019. MCIL is chargeable at £60 per sqm of net additional floorspace in Harrow (+ index linking).

**Harrow CIL**

The Harrow charging schedule applies CIL for residential (Use Class C3) at £110 per sqm (+ index linking).

Social housing relief can be sought for both Mayoral and Harrow's levies. It is also possible to deduct any existing floorspace from the calculation if it has been in use for 6 out of the last 36 months.

**Section 106 Contributions**

Whilst Harrow's CIL is the primary means by which developments contribute towards infrastructure provision, the Section 106 planning obligations system in Harrow continues to be used to secure on-site affordable housing and justified site-specific mitigation requirements. The Council have a Planning Obligations SPD (2013) which helps to clarify the site specific or local circumstances when planning obligations will be used.

**Summary and  
Conclusions**

To conclude, there is considered to be strong planning justification to provide housing on this site, subject to overcoming other planning policy considerations.

In the first instance, we recommend that a parking beat survey is undertaken to determine the level of car parking that needs to be re-provided as part of the development due to the loss of the car parking spaces. We also recommend that a tree survey is conducted to ascertain the quality of existing trees, determine which need to be retained/removed and the impact of development on surrounding trees and their RPAs. The overall developable area/quantum of development should be tested through an initial capacity study, which also considers the relationship with neighbouring properties in terms of overlooking, privacy and daylight and sunlight.

Going forward it is strongly recommended that formal pre-application discussions take place with the London Borough of Harrow.