

Planning Committee Supplemental Agenda

Date: Wednesday 25 September 2024

9. **Addendum (Pages 3 - 6)**

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HARROW COUNCIL

ADDENDUM

PLANNING COMMITTEE

DATE: 25th September 2024

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|---------|--|
| 1/01 | 7 Parr Road, Stanmore, HA7 1LE |
| Page 63 | <p>Amend condition 4 as follows:-</p> <p><u>Noise details</u></p> <p>The use hereby permitted shall not commence until details of the levels of noise to be generated at the site and within the building, of the provision to be made to manage noise levels within the site between the hours of 2200 2300 on any day and 0700 hours the following day and for the insulation of the building against the transmission of noise and vibration by reason of granting this permission, and of times during which noise producing activities will be carried out, shall be submitted to, and approved in writing by, the local planning authority. The use shall be operated in accordance with the approved details thereafter. hereby permitted shall not be commenced until the works have been completed in accordance with the approved details and shall thereafter be retained.</p> <p>REASON: To ensure that adequate precautions are taken to avoid noise nuisance and to safeguard the amenity of neighbouring residents.</p> |

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| 4/01 | <p>Broadwalk Shopping Centre And Associated Surface Level Car Park, Edgware Bus Station, Edgware Bus Garage And Redhill Medical Centre And Deans Brook Nature Reserve, Edgware, HA8</p> <p>PL/2127/24</p> |
| Page 130 | <p>6.0 ASSESSMENT</p> <p>AMENDED 6.1.2 PARAGRAPH TO TRANSPORT SUB-SECTION</p> <p>6.1.2</p> <p>The proposed outline development would retain 248 parking spaces for the operational use of replacement Sainsburys store on site. The significant residential portion of the site would be “car free” in line with Policy T6 (Car parking) sub part B of the London Plan (2021) whereby car free development should be the starting point for all development proposals. The site has a</p> |

high PTAL level of 6a across a good portion of the site, although officers note this fluctuates to the east and south currently. Notwithstanding the blended PTAL rating, car free justification is apparent. Car-free development has no general parking but should still provide disabled persons parking in line with sub part E of Policy T6.

Policy T6.1 (Residential Parking) of the London Plan (2021) expects disabled persons parking should be provided for new residential developments and should ensure that for three per cent (3%) of dwellings is available from the outset. In addition, plans should demonstrate as part of the parking design and management plan, how an additional seven per cent (7%) of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient.

To ensure accordance with the above policy criteria the development would provide 104 spaces in the indicative multi-storey car park and in the initial phases the additional 7% to make up the 10%, representing 273 spaces, would be managed via permit-controlled provisions and then phased out via the establishment of a multi-storey car park over time.

The GLA stage 1 response (September 2024) has identified concerns with the replacement bus terminal and sought additional modelling of the transport provision and impact amongst other technical reports. While currently an objection to the present plans, this does not denote changes cannot result in a positive view from the GLA.

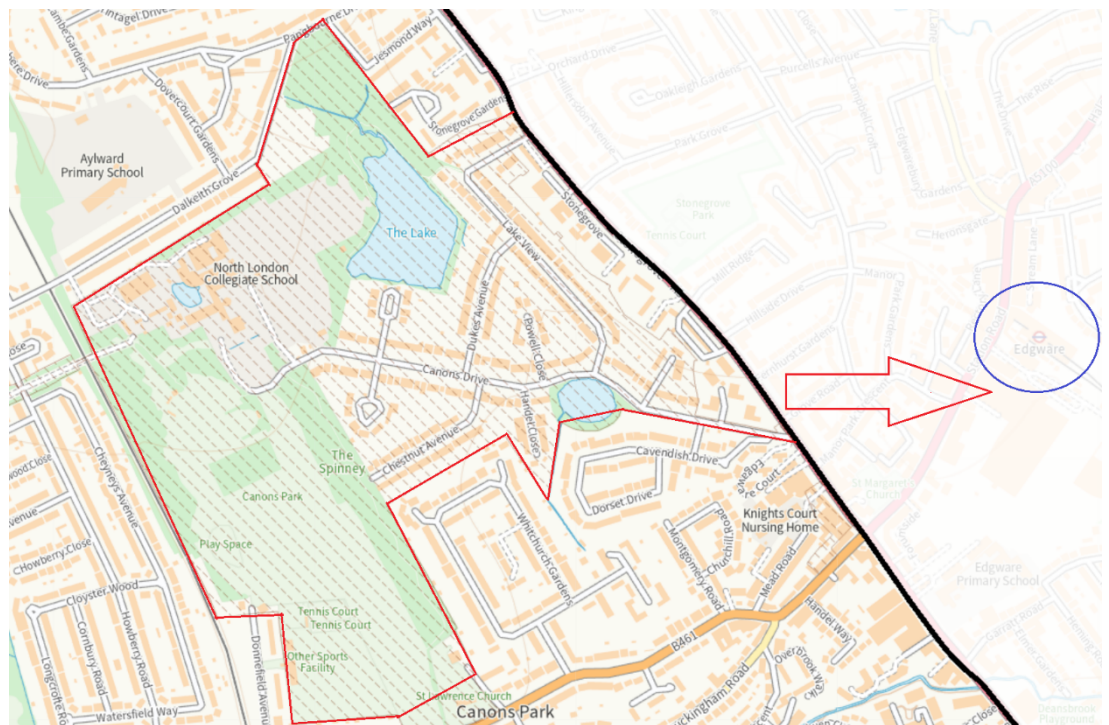
Officers would reiterate the parking provision and other highway matters (not including access) are subject to reserved matters and thereby liable to change going forward in regard to siting and numbers of parking spaces directly linked and subject to the finally agreed number of residential units for the development.

We would expect the existing road network to come under more pressure and thereby increase congestion, notwithstanding the car free nature of the proposed development. The close proximity to the London Borough of Harrow could result in secondary parking and road use pressures that have the potential to be detrimental to the road network. Until further research is conducted by the Harrow Highway Authority, concerns are retained at the impacts and the measures to mitigate the development, but a financial contribution towards a CPZ review and improved sustainable means of travel between the Canons Park Station and Stanmore Station and the site would be expected.

**AMENDED PARAGRAPGH TO IMPACT ON THE CANONS PARK ESTATE
AND EDGWARE HIGH STREET CONSERVATION AREA
SUB-SECTION**

6.1.14

The map below illustrates the Canons Park estate conservation area and the location of the Edgware Town Centre. LB Harrow's Conservation Officer has reviewed the submitted heritage and townscape submission and considers the impact of the taller buildings to have a less than substantial impact on the conservation area and while visible in views along Canons Drive the development would not unreasonably harm the significance of the Conservation Area.



The Canons Park conservation area appraisal states in para 6.5,

“the Canons Park Estate CA is an outstanding area given its special landscaping, openness, and good architecture. This is because it comprises a large part of the original Canons Park estate including the grade II listed mansion dating back to 1747 and surrounding landscaping. It has interesting histories attached to it, including associations with famous architects. The area includes a high quality formally planned Metroland estate in a largely 'Tudor revival' design and street layout within a green, sylvan setting that incorporates landscape features of the original estate, including two lakes, a historic avenue and abundant greenery. This landscaped setting lends a

special soft, informal and in places, particularly along Canons Drive, a soft, verdant ambience. There is a good spacious and tranquil environment created by public and private open spaces and greenery”.

As per the plan below the conservation areas long and panoramic views of worth and importance are within the site and not those which look out of the conservation area. Edgware town centre is over 750m away from the core areas of the conservation area and would be a periphery element in define views to the east of the conservation area along Canons Drive. The Edgware development would be visible but not imposing.

It is noted that LB Harrow residents have submitted unverified renders of the proposed development from an unknown elevated viewpoint within the conservation area which the residents consider demonstrates the harm the proposals would have on the setting of the conservation area. The viewpoint in the submission is unknown and it is not possible to ascertain the scale and accuracy of the renders in the representation. As well as this, the appearance of the application is a reserved matter and therefore the representation of the external appearance of the proposal is not accurate. This representation is noted but for the reasons noted above officers consider that there would not be undue harm on the setting of the conservation area.

