

SECTION 1 – MAJOR APPLICATIONS

ITEM NO: 1/01

ADDRESS: TOWNSEND HOUSE AND EATON HOUSE 152 - 174 NORTHOLT ROAD, HARROW

REFERENCE: P/2163/15

DESCRIPTION: DEMOLITION OF EXISTING BUILDINGS (USE CLASSES D1/ B1) AND REDEVELOPMENT OF THE SITE TO PROVIDE 123 RESIDENTIAL FLATS (USE CLASS C3) INCLUDING AFFORDABLE HOUSING WITHIN A BUILDING RANGING FROM 6 TO 10 STOREYS IN HEIGHT WITH REFUSE STORES, VEHICLE AND CYCLE PARKING SPACES AT LOWER GROUND LEVEL; RAISED PODIUM AMENITY AREA; ASSOCIATED LANDSCAPING, ACCESS RAMPS, BOUNDARY TREATMENT AND NEW ELECTRONIC ENTRANCE GATES AT REAR; NEW VEHICLE CROSSOVER WITH ACCESS DRIVE FROM SHERWOOD ROAD (REINSTATEMENT OF EXISTING VEHICLE ACCESS POINTS); ASSOCIATED MECHANICAL AND VENTILATION PLANT INCLUDING PHOTOVOLTAIC PANELS; RELOCATION OF EXISTING ELECTRIC SUB-STATION

WARD: ROXBOURNE

APPLICANT: ORIGIN HOUSING

AGENT: SAVILLS

CASE OFFICER: SUSHILA BHANDARI

EXPIRY DATE: 28/08/2015

RECOMMENDATION

GRANT permission subject to authority being delegated to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- i) Provision of 21 affordable rented flats and 41 shared ownership flats (50.5% of overall development)
- ii) The submission of a Training and Employment Plan
- iii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement; and
- iv) Planning Administration Fee: Payment of £500 administration fee for the monitoring of and compliance with this agreement.

REASON

Whilst the proposed loss of B1 floorspace would be a departure from the development plan, having regard to the exceptional site circumstances and giving material weight to the

extant prior approval to convert Eaton House into residential, it is considered that the overriding public benefits gained from a comprehensive redevelopment of the site in lieu of a piecemeal form of development that could come forward, would justify such a departure from the development plan.

Furthermore, the provision of on-site affordable housing of 50% would more than exceed the borough's minimum target of 40% and would further contribute to the overriding public benefits that would be gained through this development. Notwithstanding the site allocation and policy provision for this site, it is considered that the departure from the development plan can be supported in this case for the reason outlined in the appraisal below and as discussed in detail below the proposal would be in accordance with other relevant development plan policies.

The proposed redevelopment of the site would result in a modern, contemporary design that responds positively to the local context, and would provide appropriate living conditions which would be accessible for all future occupiers of the development.

The layout and orientation of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers and the development would contribute towards the strategic objectives of reducing the carbon emissions of the borough.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan (consolidated with all alterations since 2011) 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

RECOMMENDATION B

That if by 2nd December 2015, or such other extended period as may be approved in writing by the chair of the Planning Committee, the Section 106 Agreement is not completed, then it is recommended to delegate the decision to **REFUSE** planning permission to the Divisional Director of Planning on the grounds that:

The proposed development, in the absence of a legal agreement to provide appropriate level of affordable housing on site that directly relate to the development, would fail to comply with the requirements of policies 3.11 and 3.12 of The London Plan 2011 and policy CS1.J of the Harrow Core Strategy 2012, which seeks to maximise the provision of affordable housing delivery within the borough.

INFORMATION

This application is being reported to committee as the proposal constitutes development of more than 2 dwellinghouses and one that falls within a major category and therefore falls outside of Category 1(b) of the Scheme of Delegation.

Statutory Return Type: Major Development

Council Interest: None

Gross Floorspace: sqm

Net additional Floorspace: sqm

GLA Community Infrastructure Levy (CIL) Contribution (provisional):

Harrow CIL (provisional):

NB: Affordable housing relief has not been applied to these amounts. This will be applied when upon submission of the liability notice.

Site Description

- The application site comprises two attached buildings, five to six storeys in height located on the western side of Northolt Road.
- Townsend House fronts Northolt Road and has a lawful use as D1 (Education).
- Eaton House fronts both Northolt Road and Stanley Road and has a lawful use as B1 (Office). This building has prior approval to convert into 53 flats.
- Both buildings share a car park which is located at the rear and accessed from Sherwood Road.
- To the south west of the subject buildings is Rose Court, a small four storey building comprising 11 flats. Planning history relating to the subject site and Rose Court shows that all three buildings were constructed pursuant to planning permission granted under LBH/1580/13.
- To the north of the site and separated by Stanley Road is Bovis House, which is a six storey office building. This building is currently in the process of being converted into 101 flats under permitted development through the exercise of the prior approval process.
- Sherwood Road and Stanley Road located to the west of the subject site is characterised by traditional two-storey Victorian terraces.
- Directly opposite Townsend House, is a parade of two storey terraced properties comprising of ground floor commercial with residential above.
- To the north-east of the subject site is a small estate comprising of five storey, purpose built 1960's blocks of flats.
- Directly to the south are a row of proposed built commercial/ office buildings at four storeys in height.
- The subject site is located in a designated Business Use Area as defined in the Site Allocations Local Plan (2013).
- South Harrow Town Centre and South Harrow Underground Station is located some 130 metres from the subject site.
- Parking restrictions operate on the surrounding roads.

Proposal Details

- The application proposes to demolish this existing building on the site and construct a new building ranging in height from six to 10 storeys.
- The new building would comprise 123 self-contained flats of which 62 units (50.5%) would be affordable housing (split as 21 units as affordable rent and 41 as shared ownership).
- The proposal would include a raised podium at the rear, which would also serve as an under-croft parking area.
- Due to the change in site levels, the under-croft parking would link into a semi-basement area, which would also accommodate refuse and cycle stores, plant rooms and electric sub-station.
- A total number of 45 car parking spaces are proposed of which 5 would be designated disabled spaces. Access to the car park would be from Sherwood Road and the entrance into the car park would be gated.
- The proposal would include a total 124 cycle parking spaces located within the basement area with an additional 4 cycle spaces located at ground level in front of the main entrance.
- The building would be served by 4 separate cores with each having lift access to the upper floors and basement area.

- Each unit would have access to a private balcony and access to the communal amenity area at the rear.

Revisions to Previous Application

- N/A

Relevant History

Eaton House

LBH/16355

Outline: erection of 5 storey office block with basement and rear parking area (revised)
Granted - 02/12/1981

LBH/20575

Details pursuant to planning permission lbh.16355 dated 2.12.81, 5 storey office block with basement & parking
Granted - 18/03/1982

LBH/25658

Five storey office building including car parking
Granted - 14/06/1985

P/3363/10

Change of use of first and second floors from office (b1) to educational use (d1c)
Granted – 21/03/2011

P/1490/14

Conversion of Offices (Class B1A) to Fifty Three Self-Contained Flats (Class C3) (PRIOR APPROVAL OF TRANSPORT & HIGHWAYS IMPACTS OF THE DEVELOPMENT, AND OF CONTAMINATION RISKS AND FLOODING RISKS ON THE SITE)
Granted - 30/05/2014

Townsend House

LBH/1580/13

Erection of 5 storey office block fronting Northolt Road. Demolition of nos.15 & 17 Stanley Road & 2, 4, & 6 Sherwood road & construction of link road & re-habitation of Nos.19,21,23 Stanley Road & erection of 4 storey block comprising 11 one bed flats (rear)
Granted - 09/12/1977

LBH/16204

Waiver of condition no.18 attached to planning permission ref:LBH/1580/13 dated 9th December
Granted - 10/01/1980

WEST/324/93/FUL

Infill front extension and new entrance doors
Granted - 10/08/1993

P/1283/07

Change of use of part ground floor from office to retail
Refused - 31/05/2007

Reason for Refusal:

The proposed change of use would, due to the loss of designated B1 office floor space of

strategic importance to South Harrow and the wider Borough, be unacceptable in principle and contrary to policies SEM1 and EM13 and of the HUDP 2004 and recommendation 3B of the URS London Borough of Harrow Employment Land Study 2006.

Appeal Allowed – 16/11/2007

P/2457/09

Change of use of existing building from b1 [office] use to d1(c) [education] use.

Granted - 15/01/2010

P/0216/10

Variation of condition 7 of planning permission ref: p/2457/09 dated 15 January 2010 for 'change of use of existing building from b1 (office) use to d1(c) education use

Approved – 24/03/2013

Pre-Application Discussion (Ref.)

- **P/4348/14/PREAPP**

The applicant had engaged extensively with the LPA in pre-application discussions with respect to the redevelopment of this site.

Applicant Submission Documents

Planning Statement

Design and Access Statement

Travel Plan

Transport Assessment

Drainage Report and Flood Risk Assessment

Energy Statement

Code for Sustainable Homes (Pre-Assessment Report)

Daylight and Sunlight Report

Acoustic Planning Report

Air Quality Assessment

Consultations

Thames Water

Waste Comments:

Surface Water Drainage – with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater, where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Reason – to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would recommend that petrol/ oil interceptors be fitted in all car parking/ washing/ repair facilities. Failure to enforce the effective use of petrol/ oil interceptors could result in oil-polluted discharges entering local watercourses.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried

out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission. "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provision of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise discharges into the public sewer".

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed. "Development shall not commence until a drainage strategy detailing any on and/ or off site drainage works, has been submitted to and approved by, the local planning authority in consultations with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason – The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Development prior to the Planning Application approval.

Thames Water requests that the Applicant should incorporate within their proposal protection to the property by installing for example, a non- return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Water Comments

With regards to water supply, this comes within the area covered by Affinity Water Company.

Supplementary Comments

Following initial investigation, a connection to the surface water sewer using either TQ14863514 or TQ14863503 on Sherwood Road would require the developer to finance an Impact study. However if the connection is made to TQ14863502 in Sherwood Road no impact study would be required. No impact study is required for connection to the foul water network.

Environmental Health Team

Air quality

I am satisfied with air quality assessment. Please note it requires mitigation for ground floor dwellings with ventilation to be drawn from the Sherwood Road side. Also for demolition and construction air quality and emissions a management plan will need to be put in place to mitigate adverse effects.

Contaminated land

As brown field site I recommend imposition of the standard contaminated land planning conditions.

Noise

In terms of the acoustic report, I am generally satisfied with it. It recommends double glazing with appropriate ventilation because of the high noise levels affecting the SE façade.

However, it also gives recommendations for plant noise emission criteria (section 3) which I disagree with. The normal standard would be for noise level limits to be 10dBA below the background LA90 level for all operating plant at 1m from the nearest noise sensitive façade. However they suggest designing equal to the background level, pending discussions with the Environmental Health Officer. This is because of the relatively low levels involved. However I disagree that such a standard is “arguably outside the scope of BS4142” which is an appropriate reference. Therefore plant noise emission criteria should be designed to 10dBA below the background LA90 level for all operating plant at 1m from the nearest noise sensitive façade unless otherwise agreed. This could be set as a planning condition if appropriate.

Housing Enabling Team

The affordable housing offer from Origin Housing Group represents just over 50% of the total of 123 homes.

The starting point for affordable housing provision is a 60:40 split (rent: shared ownership) within the offer. Based on a “target” 40% affordable housing offer this would translate into 29 homes for rent and 20 for shared ownership. Within the scheme 21 affordable rented homes are being made available and 41 shared ownership homes. Whilst it is disappointing that there is a deficit of some 8 affordable rented homes it is fair to say that the applicant has endeavoured to provide as many 2 bedroomed 4 person homes for rent as possible. At the time of discussions this was, and remains, a priority need.*

Shared ownership provision exceeds policy and the applicant has also stated that it intends to endeavour to ensure that these are made at “affordability levels well below the GLA affordability thresholds”.

We ask that Planning ensure through condition or the S106 that wheelchair homes (where it is noted that one more than policy requires within the affordable rented element is being provided) are delivered ready for immediate occupation by nominees. Housing Enabling and its surveying colleagues are happy to review proposals at the next appropriate design stage. Please also ensure that sufficient disabled parking bays are included in the development for every wheelchair home in the affordable rented tenure. Space for buggies and battery charging should also be provided.

Subject to the above Housing Enabling support this application.

Drainage Authority

The FRA submitted is satisfactory; however, your approval should still be conditioned with our three drainage conditions as full drainage design is still required.

Highways Authority

They should be providing 189 cycle parking spaces.

No mention of electric vehicle charging points – this need to be provided at a minimum of 20% active and 20% passive.

There should be at least 1 motorcycle parking space.

This development will need to be permit restricted.

The relocation of the vehicle access is not a concern. Visibility is acceptable from all directions.

We will have to review what happens to the existing on-street parking bays but that can be done at a later date. If it is not feasible to either retain or relocate the bays, a suitable course of action can be agreed on.

Advertisement

Departure of Development Plan
Major Development

Posted: 4th June 2015

Expired: 9th July 2015

Site Notice

Posted: 04.06.2015

Expired: 25.06.2015

Notifications

Sent:513

Replies:23 (responses received from Nos. 22, 70, 73, 75, 79, Stanley Road and Nos. 10, 24, 29, 26, 25, 31, 33, 39, 44, 45, 46, 48, 56, 54 Sherwood Road)

Expiry: 23/06/2015

Addresses Consulted

Please refer to attached site plan.

Summary of Responses

- Parking is an issue – often blocked in by the Lohana traffic – well documented traffic flow and parking issues in Stanley Road during large events at DLC in Brember Road
- Parking provision is of concern parking should be 1:1 as most residents own cars
- The proposed density of the building will further worsen the restricted parking conditions present resident suffer under
- Access still needs to be addressed
- Entrance and exit car ramp to the building's parking is positioned on Sherwood Road on a blind corner already risky due to the number of cars parked on it and around it –

- highly dangerous for pedestrians
- Traffic movement based on existing use is nonsensical because these are not residential properties
- Will there be any restriction on washing hanging on the balconies?
- Development is overweight at the rear
- Too tall and overdevelopment – ten storeys is unacceptable
- Proposed building's appearance is severe and imposing – totally out of character and of crude form compared to the existing narrow houses of low rise Victorian terraces
- Excessive height would overshadow the existing low-rise homes and adversely impact the local street scene – impact on local skyline – decrease in sunlight on Sherwood Road will be enormous – the building will cast a long shadow over Sherwood Road's existing properties to due orientation.
- Impact on privacy of a large number of houses
- 123 flats is too dense
- 101 flats adjacent Bovis House are already occupied
- 180 flats at Bridge Court Stanley Road with regular occurrences of ASB – experience has caused deterioration to this community
- Peaceful residence is under threat in Stanley Road – the location is already at full capacity – residents will suffer from decreased standard of living that contravenes Local Plan Core Strategy
- Infrastructure including sewers and drainage is of great concern
- A fatal gas blast in May 2008 next to this site raised issued of old pipework – the safety of existing homes is paramount
- Application to develop residential housing in place of the existing commercial-use building contravenes the Local Plan Core Strategy
- Prior approval already been granted for Bovis House and Eaton House, the redevelopment of Townsend House will have the cumulative impact of destroying available and much needed commercial use properties in the borough and especially in the Northolt Road area. Application contravenes the local council's strategy for economic activity in Harrow
- Apartments clearly do not cater to families with children and instead target transient renting demographic – contradicts national policies about the necessity for a plan for mixed housing
- Marked deterioration of the area

APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

The Government has issued the National Planning Policy Framework (NPPF), which consolidates national planning policy and is a material consideration in the determination of this application.

In this instance, the Development Plan comprises The London Plan 2015 and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of the Development
Affordable Housing
Housing Density and Unit Mix
Design, Character and Appearance of the Area
Residential Amenity/ Noise
Traffic, Safety and Parking
Development and Flood Risk
Accessibility
Sustainability
Air Quality
Environmental impact Assessment (EIA)
Statement of Community Involvement
Planning Obligations
Equalities Impact
S17 Crime & Disorder Act
Consultation Responses

Principle of the Development

Policy Context

The National Planning Policy Framework (NPPF) was published by the Government on March 27th 2012. The NPPF does not change the law in relation to planning (as the Localism Act 2012 does), but rather sets out the Government's planning policies for England and how these are expected to be applied. It remains the case that the Council is required to make decisions in accordance with the development plan for an area, unless other material considerations indicate otherwise (S.38(6) of the Planning Act). The development plan for Harrow comprises:

- The London Plan (consolidated with alterations since 2011) 2015
- The Local Development Framework [LDF] comprising:
 - o The Harrow Core Strategy 2012
 - o Development Management Policies Local Plan 2013
 - o Harrow and Wealdstone Area Action Plan 2013
 - o Site Allocations Local Plan 2013

The NPPF sets out policies and principles that local planning authorities should take into account, when both preparing local plans, and determining planning applications. The policies within the NPPF are a material consideration that should be given significant weight.

At the heart of the NPPF is the presumption in favour of sustainable development. Under paragraph 7 it sets out three dimensions to sustainable development: economic, social and environmental. It goes on to state under paragraph 8 that these roles should not be taken in isolation as they are mutually dependant and thus to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life (Para. 9). In terms of decision taking set under paragraph 14 gives effect to

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted, for example (as set out under footnote 9) those policies relating to inter alia land designated as Green Belt or designated heritage assets.

The Further Alterations to the London Plan were the subject of examination-in-public during 2014. In March 2015 the Mayor of London published an updated version of the Plan consolidated with the adopted further as well as previously adopted alterations.

The spatial strategy for London is set out at chapter 2 of the London Plan. It uses a number of strategic designations to identify areas for more accelerated levels of change, pursuant to the objective of accommodating London's objectively assessed development needs.

Site EM1 of the Site Allocations document allocates the Northolt Road business use area for employment-led redevelopment to deliver at least 150 homes and employment floorspace (including offices but excluding other main town centre uses). An indicative figure of 10,660m² employment floorspace for the area overall is given but paragraph 3.6 confirms that the amount to be provided in individual proposals will be determined by the nature of the use and the extent of enabling residential or other development.

Any proposals for the change of use of within a designated Business Use Area will be assessed against policy DM31 of the Development Management Policies Local Plan 2013 (DMP). In particular any proposal that would lead to the loss of Business Use Land/ Floorspace will need to satisfy criterion C and D of this policy as set out below.

DM31 (C)

The loss of industrial and business land and floor space to non-employment uses will only be permitted having regard to Policy CS1 O and where:

- a. it can be demonstrated that a site is no longer suitable and viable for its existing or an alternative industrial or business use; and*
- b. a suitable period of continuous marketing activity has been undertaken without success.*

DM31 (D)

Where the loss of industrial or business floorspace can be demonstrated to the satisfaction of the Council, as required in (C) above, the Council will apply a sequential approach to redevelopment as follows:

- i. proposals for alternative employment uses, excluding main town centre uses;*
- ii. proposals for strategic community infrastructure not appropriate to town centre locations; and*
- iii. mixed use proposals that include and facilitate a significant element of employment generating uses and/ or community uses.*

As Townsend House was last in use as education, it would also be assessed against policy DM47 of the DMP.

Policy 3.18C of The London Plan 2015 seeks to resist the loss of educational facilities, unless it can be demonstrated that there is no ongoing or future demand for such a facility. Policy 3.16B of The London Plan is also of relevance which seeks the protection

and enhancement of social infrastructure (such as colleges). This is reinforced under policy DM47 of the Development Management Policies Local Plan (2013) (DMP) which also sets additional requirements to be met, such as evidence of marketing, that there are other adequate similar facilities within walking distance that offer equivalent provision or that the activities carried out cannot be made consistent with acceptable living conditions for nearby residents or the redevelopment of the site would secure an over-riding public benefit.

In line with the policy DM31, the onus would be on the applicant to demonstrate that the existing business floor space/ land is no longer viable and that the site has been actively marketed for a continuous period without any success. Notwithstanding this, criterion D of this policy will only support proposals that would either retain some form of alternative employment use or where in the case of mixed use proposals a significant element of employment or community uses.

The Core Strategy and the subsidiary Local Plan documents provide a clear and positive planning strategy for delivering sustainable economic growth in Harrow over the plan period to 2026. A residential-only scheme on this site would run counter to that strategy by failing to contribute to economic development and job creation objectives. Any such proposal would therefore constitute a departure from the development plan.

Appraisal

As noted above, the site is located within the Northolt Road Business Use Area (South) and its site allocation (EM1) envisages mixed-use redevelopment, with employment floor space and enabling residential development (100 homes). The proposal involves the loss of vacant office (B1a) and education (D1) floor space and the development of 123 new build flats, of which 62 (50.5%) will be affordable.

Whilst every application needs to be assessed against the Council's development plan (i.e. London Plan and Harrow Local Plan) and the applicant has not sought to justify the loss of the B1a employment land against Policy DM32 (Office Development), the fact that prior approval has been granted for the conversion of Eaton House from office to residential should be regarded as a material consideration.

Policy DM47 (Retention of Existing Community, Sport and Education Facilities) permits the loss of education facilities when the re-development of the site would secure an over-riding public benefit, and this is relevant in the context that the adjoining Eaton House could potentially come forward for residential development in the existing building, under Permitted Development.

Whilst there has been a decline in vacant office space in the 12 months to March 2015, there remains 29,113 sq. m of vacant office space across the whole borough, including 16,431 sq. m of vacant office space in the nearby Harrow Opportunity Area.

Despite the loss of office / employment and educational uses, on balance the proposal is considered acceptable as it would enable the comprehensive redevelopment of the site, compared to a piecemeal form development that would occur if the existing Eaton House was simply converted from office to residential under Permitted Development. Leaving a building in use class D1 (Townsend house) in close proximity to a residential use. Furthermore, a comprehensive redevelopment of the entire site, allows the local planning authority to consider the development standards relating to internal space, amenity space and carbon reduction whereas this would not be possible should the conversion of Eaton

House come forward under Permitted Development. Most notably the overriding public benefit would be the provision of 50% affordable housing, which is above the normal policy requirement of 40% and a better outcome compared to the provision of no affordable housing as part of the conversion of Eaton House under Permitted Development.

In terms of the loss of the education use on this site, planning permission was granted under ref: P/2457/09 for the change of use of Townsend House from B1 offices to D1 education. At the time of when this permission was granted a full marketing report was submitted in support of this application which concluded at that time that there was a surplus of office floorspace within the borough and that there was no demand for the type of office space being offered by Townsend House.

Council records show that at the time of when the application was considered the College that was seeking to use the premises mainly catered for the adult population, providing courses primarily aimed at overseas students. However, since this period the central government have introduced tighter measures on student immigration and consequently Colleges such as Zaskin College, which primarily relied upon overseas students as its form of funding has seen a marked decline in new student enrolment.

Harrow as a broad range of education establishments in the borough. It is considered that the loss of the D1 use would have no detrimental impact upon education provision in the borough. The use of the site as alternative forms of education establishment such as primary or secondary school would not be suitable given the site circumstances set out above in regard to Eaton House. It is also considered that the change of use would provide an over-riding public benefit through the delivery of high quality new homes in a sustainable location (criterion d) of policy DM47.

Conclusion

In summary, whilst the proposed loss of B1 floorspace would be a departure from the development plan, having regard to the exceptional site circumstances comprising two adjoining building with distinctive uses and giving material weight to the extant prior approval to convert Eaton House into residential, it is considered that the overriding public benefits gained from a comprehensive redevelopment of the site in lieu of a piecemeal form of development that could come forward, would justify such a departure from the development plan.

Furthermore, the provision of on-site affordable housing of 50% would more than exceed the borough's minimum target of 40% and would further contribute to the overriding public benefits that would be gained through this development. Notwithstanding the site allocation and policy provision for this site, it is considered that the departure from the development plan can be supported in this case for the reason outlined above and as discussed in detail below the proposal would be in accordance with other relevant development plan policies.

Affordable Housing

Policy Context

Policy CS1.J of the Harrow Core Strategy 2012 sets an aim for 40% of new housing development in the borough to be affordable housing and states that the Council will seek the maximum reasonable amount of affordable housing on all development sites with a capacity to provide for ten or more units having regard to various criteria and the viability of the scheme. Such requirements are in line with London Plan policy 3.12.A/B which requires the maximum reasonable level of affordable housing to be provided. The

reasoned justification to policy 3.12.A/B of The London Plan 2015 states that boroughs should take a reasonable and flexible approach to securing affordable housing on a site by site basis. The consolidated London Plan 2015 designates Harrow and Wealdstone as an Opportunity Area and seeks to increase the minimum annual housing target for Harrow from 350 to 593 per annum.

Policy 3.11A of The London Plan sets out that of the 60% of the affordable housing should be for social and affordable rented accommodation and 40% for intermediate rent or sale of the overall affordable housing provision on any given development site. Policy 3.11B sets out that, individual boroughs should set out in their LDF the amount of affordable housing provision needed. This is further reinforced under policy DM24 of the DMP, which seeks a target mix for affordable housing.

Appraisal

The applicant is Origin Housing, and according to the supporting documents submitted, it is an affordable housing provider with a proven track record in delivering and managing mixed tenure and mixed-use developments.

The applicant has submitted a financial viability appraisal for the development site, which is based on the provision of 50.5% affordable housing of the overall housing scheme. This is broken down as 61 private market units, 41 shared ownership units and 21 social rented units.

The Council tendered an external review of this viability, which after adjusting some of the assumptions made the viability submitted for the 50.5% affordable housing scheme shows that based on the assumptions made in terms of the gross development value and the cost of the development, the residual land value when taking into consideration the benchmark value of the existing land would generate a surplus of £347,019, although this becomes a deficit of £236,077 if profit is included on affordable housing, which is generally considered acceptable when assessing a viability of the scheme.

The viability assessments undertaken by HEDC and BNP both conclude that if the scheme was to deliver a policy compliant tenure split of 60% affordable rent and 40% shared/ intermediate housing would reduce the overall provision of affordable housing on this site and would further worsen the viability position of this scheme.

If the scheme delivered 40% affordable housing based on total number of units (123), this would give 49 units to affordable, of which if applying the policy compliant split of 60/40, this would give 29 affordable units and 20 shared ownership units. As it stands, the proposal would provide 21 affordable rented and 41 shared ownership units. This would amount to a difference of 8 affordable rented units (less) had this come forward as 40% affordable housing scheme.

The Council's Housing Enabling Team are satisfied with the level of affordable housing tenure split being proposed, however have stated that a review clause should be included as part of the section 106 agreement which would secure further affordable rented housing on the site should viability improve.

Given that the level of shared ownership would be much higher and given that the overall provision of affordable would be in excess of the minimum 40% (over 10% more), it is considered that a review mechanism would not be required in this instance. Indeed, such an approach would be considered unreasonable. This is further reinforced under

paragraph 3.75 of the reasoned justification to policy 3.12 of The London Plan which sets that boroughs should consider whether it is appropriate to put in place provisions for re-appraising the viability of a scheme prior to its implementation. In particular, to take into account of economic uncertainties and in respect of schemes presently anticipated to deliver low levels of affordable housing. As the scheme would deliver a level of affordable housing well in excess of the minimum of 40%, there is no policy basis to require a further review of the scheme through a section 106 obligation.

Conclusion

Whilst it is noted that the proposed tenure split of would not strictly comply with the 60/40 tenure split set out in the London Plan and the DMP, it is concluded that the level of total affordable housing at 50%, which would be secured by a section 106 agreement would exceed the minimum policy requirement of 40%.

Based on the above factors, it is considered that the development would accord with policies 3.11 and 3.12.A/B of The London Plan 2015, policy CS1.J of the Harrow Core Strategy 2012 and policy DM24 of the DMP.

Housing Supply, Density and Overall Unit Mix

Paragraph 48 of the NPPF reminds local planning authorities that housing applications should be considered in the context of the presumption in favour of sustainable development.

London Plan and Local Plan policies on housing development must be viewed in the context of the forecast growth across London and Harrow's spatial strategy for managing growth locally over the plan period to 2026. In this regard, it should be noted that, following the recently adopted further alterations to the London Plan, London's annual housing monitoring target has increased from 32,210 to 42,389 homes p.a. and this includes Harrow's target which has increased from 350 p.a. to 593 p.a. Furthermore, the site is within the South Harrow Core Strategy sub area to which Policy CS4 H seeks at least 406 new homes over the plan period to 2026. The proposal's 123 homes would make a contribution equivalent to 21% of the new London Plan annual target and 30% of the Core Strategy sub area's target.

London Plan Policy 3.4 seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. Supporting text to the policy makes it clear that the density matrix is only the start of planning for housing development and that it should not be applied mechanistically. Further guidance on how the matrix should be applied to proposals is set out in the Mayor's Housing SPG (2012).

The application site area is 0.28 hectares and it has a public transport accessibility level (PTAL) score of between 4 indicating a moderate-to-good level of public transport accessibility. The proposal, taken as a whole, equates to a density of 439 units per hectare and, based on 309 habitable rooms, a density of 1,104 habitable rooms per hectare. These would marginally exceed the upper end of the relevant density ranges for development in a central setting¹ of 405 units per hectare and 1,100 habitable rooms per hectare where the PTAL score is between 4 and 6. However, as noted above, the matrix is only the starting point for considering the density of development proposals.

¹ 'central setting' is defined at Table 3.2 of the London Plan as "...areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre".

The applicant's Design & Access Statement describes the urban context of the site, including Sherwood House (4 storey office building), Bovis House (6 storey former office building, being converted to flats) and 4 storey residential blocks on the opposite side of Northolt Road. The Design and Access Statement goes on to explain how the massing and design of the proposal has evolved in response to this context, the constraint of neighbouring Rose Court and the modest, traditional residential environment to the rear of the site. Taking these factors into account and the desirability of making efficient use of this accessible, previously developed site, it is considered that the density of the proposal is acceptable.

Paragraph 50 of the NPPF states that local planning authorities should plan for a mix of housing, based on demographic and market trends, and the needs of different groups, and that they should identify the size, type, tenure and range of housing that is required in particular locations. This approach is reflected in the planning decisions provisions of London Plan Policy 3.8 *Housing Choice*.

Local Plan Policy DM24 undertakes to support proposals that secure an appropriate mix of housing on site and which contribute to the creation of inclusive and mixed communities. The policy goes on to have regard to, *inter alia*, the location of the site, the character of its surroundings and the need to optimise housing output on previously-developed land.

The West London Strategic Housing Market Assessment (SHMA) (2010) reports the findings of detailed modelling of housing needs taking into account demographic and market trends and the needs of different groups. In terms of Harrow's market housing, the Assessment reports a shortfall of 2 and 4 bedroom homes in the owner-occupier sector and a shortfall of 1 and 3 bedroom homes in the private rented sector. Notwithstanding these findings, and noting that that new build housing only accounts for a fraction of the overall housing stock in the Borough, paragraph 6.8 of the reasoned justification to Policy DM24 goes on to state that "...the Council does not consider it justified to prioritise dwelling sizes for market housing and advocates that, whilst having regard to identified needs, seeks to match housing mix to the location and nature of allocated sites, or sites likely to become available".

The housing mix of the proposal overall and of the open market component is set out in the table below:

Table 1: Detailed Housing Mix					
Unit Size	No. of Units (Total)	% of All Units	No. of Units (Market)	% of Market Units	% of All Units
1 Bed ² :	56	45.5%	35	57%	28%
2 Beds:	67	54.5%	26	43%	21%
Totals:	123	100%	61	100%	49%

Table 1 demonstrates that the overall housing mix of the proposal is skewed slightly in favour of 2 bedroom flats overall, and slightly in favour of 1 bedroom flats in respect of the open market component of the scheme. In view of the site location, being in very close

² Two of the proposed flats are described as studios but are shown on the floorplans as one bedroom flats. Accordingly these are assessed as being one bedroom flats.

proximity to a district centre and on a busy arterial road, a majority of smaller and flatted units suitable for young professionals and newly-formed households, whether as first-time buyers or in the private rented sector, is to be expected.

Thus it is considered that the proposed mix of home types/sizes would respond to the location of the site and the character of its surroundings whilst optimising the housing output of this accessible previously-developed site. The proposal would also, it is noted, add to the supply of modern homes in the area, all of which would achieve the Lifetime Homes standards and 10% of which would also achieve the enhanced requirements needed to be classified as Wheelchair-standard homes. Taken together with the affordable housing component (see the affordable housing section of this report), it is concluded that the proposal would make a positive contribution to the creation of inclusive and mixed communities in the South Harrow sub area.

Design, Character and Appearance of the Area

The NPPF reiterates the Government's commitment to good design. However the NPPF is also clear that local planning authorities should not attempt to impose architectural styles or particular tastes, and emphasises that good design goes beyond the consideration of visual appearance and architecture.

London Plan Policy 7.4 provides some context criteria for the consideration of design. Policy 7.6 sets out a wide ranging set of criteria for the consideration of proposed buildings and structures. Many of these – relating to issues of amenity, climate change, the quality of indoor and outdoor spaces, inclusive design and land-use optimisation – are dealt with in separate sections of this report. Those relating to character (7.4) and architecture, form and activities/uses (7.5) are incorporated in the appraisal below.

Core Strategy Policy CS1 requires development proposals to respond positively to the local and historic context, and to reinforce positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design. Policy DM1 of the Local Plan requires all development to achieve a high standard of design and layout. It goes on to set out a number of design and layout considerations to this end. Further, local guidance is set out in the Harrow Residential Design Guide SPD.

The Design and Access Statement submitted with the application provides a detailed explanation of the context of the site, the urban design concept of the proposal and movement through the site.

Massing, bulk, scale and height of buildings

The massing, bulk, scale and height of the proposal is a response to the existing buildings on the site, the opportunity provided by the site corner at the junction of Northolt Road and Stanley Road, and the part existing/part emerging character of development on this side of Northolt Road for larger commercial and higher density residential buildings. The fall in levels from the Northolt Road frontage towards the rear of the site is a further factor in the formulation of the proposal.

The main 'arm' of the building would front Northolt Road and would have a main height of 18 metres/6 storeys. A contextual drawing submitted with the application demonstrates that this 6 storey element of the arm would be broadly equivalent in height and width to the existing Townsend House building. A further 9 metres/3 storeys height above this element of the main arm would be set in from the Northolt Road frontage by 3.6 metres and from the south-west end elevation by some 12 metres. The effect of these set-ins

would be to provide a degree of continuity in the streetscene between the height of this arm and the height of Bovis House, and to ensure a graded or 'stepped' change in heights between the development and neighbouring Sherwood House and Rose Court (both 4 storeys).

The highest part of the proposal, 29.5 metres/10 storeys, would form an element of more vertical visual emphasis, contrasting with the horizontal proportions of the main 'arm' fronting Northolt Road. A contextual drawing submitted with the application demonstrates that this element would be 12 metres/4 storeys higher than the equivalent height of the existing Eaton House building and neighbouring Bovis House. It is considered that the height of this element is the minimum necessary to ensure that it appears as a landmark component of the building at the site's prominent corner in the streetscene of Northolt Road. A lesser height would not, it is considered, sufficiently differentiate this element from the other arms of the proposed building.

The secondary 'arm' of the building would front Stanley Road and would be 24 metres/8 storeys high where it adjoins the landmark corner element, although there is a moderate fall in levels away from Northolt Road which would be reflected in the height of the elevation fronting Stanley Road. A contextual drawing submitted with the application demonstrates that this element would be 6 metres/2 storeys higher than the equivalent height of the existing Eaton House building, although it would be set further back from the front of Stanley Road (by 2 metres) and Sherwood Road/Stanley Road link road (by 2.5 metres) than the existing building. The existing Eaton House building creates a visual juxtaposition between the site and the more traditional scale/form of residential development in Stanley Road and Sherwood Road. The proposal, by adding height/bulk to this part of the site, could be said to strengthen the existing visual juxtaposition.

The final return 'arm' of the building would front the Sherwood Road/Stanley Road link road. For the most part this would comprise the flank end wall of the secondary arm, but would also include a 9 metres wide chamfered southward projection. A more pronounced change in levels to this elevation would enable the formation of a 'lower ground' level. Consequently, the flank end wall element would have a height of 26 metres/9 storeys. The chamfered projection would be 23.5 metres high/8 storeys. A contextual drawing submitted with the application demonstrates that this element would be 6 metres/2 storeys higher than the equivalent height of the existing Eaton House building, and it would be substantially wider in this elevation. Nevertheless, it is considered that the above observations on visual juxtaposition apply equally to this arm of the building.

A further change to the existing Sherwood Road/Stanley Road link road would be the introduction of the amenity space podium deck. This would have a height of 4 metres but would be set back from the site boundary by between 6 and 14 metres, and has the potential to have its appearance softened by landscaping atop it.

In the context of national, regional and local policies that require efficient use of previously-developed sites in accessible locations, it is considered that the proposal provides an appropriate response. The massing and proportions of that part of the proposal fronting Northolt Road would reflect the part existing/part emerging character of development on this side of Northolt Road for larger commercial and higher density residential buildings. The south-western end of the building would be scaled so as to respond to the neighbouring Sherwood House and Rose Court buildings, whilst at the north-eastern end the introduction of a prominent landmark feature would mark the development's presence in the streetscene of Northolt Road. The secondary and return

arms of the development would manage a change in site levels to the rear of the site but would retain and strengthen the juxtaposition between Northolt Road development and more traditional residential areas behind.

In considering the overall massing and scale in context of Northolt Road itself, the corner height of 10 storeys would not appear out of context with the established pattern of development and scale along Northolt Road itself. For example Eastcroft House located on a prominent corner junction of Northolt Road and the access road to Waitrose Supermarket, consists of a building that is 9 storeys in height at the corner stepping down to 8 storeys. Temple House located to the north of Eastcroft House is a 7 storey building (although the overall height of this building is broadly at the same height as the 8 storey 'arm' of Eastcroft House due to the rise in site levels). Having regard to the wider context of Northolt Road, it is considered that the massing and scale of the building would appear to sit comfortably within this context.

Appearance

The rationale for the façade design and materials proposed is documented in the applicant's Design & Access Statement. This states that the proposed selection of brick as the facing material is a response to presence of brick as the material for traditional residential buildings in the locality. Recessed balconies and inset panels around window openings is intended to help modulate the building, whilst the first two floors at the corner fronting Northolt Road (at the junction with Stanley Road) have been recessed to articulate the main entrance to the development.

Floor to ceiling height fenestration would ensure that the windows are of vertical emphasis in the elevations, a further reflection of the fenestration proportions of traditional residential development in the locality. The balustrading to the balconies/terraces would be obscure glazed, giving these elements a lightweight appearance in elevation whilst helping to screen domestic paraphernalia placed in these spaces. For practical reasons, ground floor balconies would be defined by brickwork planters.

From its scale and design the proposal would, appropriately, appear as a higher density modern residential development. However the details as documented in the Design & Access Statement demonstrate that consideration has been given and an appropriate response provided to traditional residential development in the area. Every indication is that the design and finish of the development would, if approved, be carried out to a high standard. The final choice of materials and the details described are critical to achieving the high quality finish that has been promised and ensuring that the development exploits this opportunity to reinforce and enhance the positive attributes of the built environment of this part of South Harrow. It is therefore considered that the materials and other detailed aspects of the design, as set out in the applicant's Design & Access Statement, should be controlled through appropriate conditions of any planning permission.

No details of the arrangements for the accommodation of external services (telecommunications equipment, any extraction plant etc) have been submitted with the application. However it is considered that such details can also be adequately controlled by condition.

Context

The urban context of the site and an urban analysis is documented in the applicant's Design & Access Statement. It notes the varying heights and forms of development in Northolt Road and the juxtaposition with older, traditional two storey terraced residential

development in the locality particularly to the rear of the site. It concludes that there is nothing of architectural merit to inform the overall design of the proposed development but notes the need to respond to the gradual change in levels at the rear. These context issues, in relation to massing & etc and appearance, are as set out above.

Turning to development pattern, or urban grain, the proposal largely reflects the existing configurations of Townsend House and Eaton House, with the addition only of a return 'arm' alongside the Sherwood Road/Stanley Road link road as described above. More generally it is observed that development on this side of Northolt Road is characterised by large building footprints fronting Northolt Road and, in some instances, perpendicular projections. In this context the proposal could not be said to be at odds with the character of development on this side of Northolt Road.

Space around buildings

The proposal does not provide, within the site boundary, substantial spaces (although the building would be set-in from the site boundaries) around the building to the elevations fronting Northolt Road and Stanley Road. Consistent with the development pattern/urban grain as described above, this is not considered to be harmful to the character or appearance of this part of Northolt Road. A permanent gap would be retained in the form of the pedestrian link between Sherwood Road and Northolt Road at the south-western end of the site, and this helps to manage the relationship between the proposal and neighboring Sherwood House. At the other end of the site, Stanley Road and the substantial spaces around Bovis House provide a spatial context for the proposal's landmark corner element and the secondary elevation fronting Stanley Road.

At the rear, and notwithstanding the additional 'return arm' fronting the Sherwood Road/Stanley Road link road, the proposal would retain substantial space as a setting for development on the site in relation to adjoining Rose Court and surrounding houses and gardens in Stanley Road and Sherwood Road. The provision of a landscaped podium, providing an amenity for future occupiers of the development which would cover over the car parking area, would enhance the value of this space as a visual amenity relative to the visual value of the existing surface car park.

Retention of natural features of merit

It is not considered that there are existing natural features of merit within the site. The proposal would offer the opportunity for new landscaping along the site frontages to Northolt Road and Stanley Road, and to the new podium deck at the rear. The Council's Landscape Architect has raised no objection to the proposal subject to the approval and implementation of a detailed landscape plan, including hard as well as soft landscaping, as well as boundary treatment and site levels. Such details could be secured as a condition of planning permission pursuant to the requirements of Local Plan Policy DM 22.

Local Plan Policy DM 21 seeks opportunities to enhance locally important habitats in accordance with the priorities of the Harrow Biodiversity Action Plan. The existing site is likely to be of limited biodiversity value (if any) so the proposal represents a valuable opportunity to design-in planting for wildlife and habitat creation such as nesting and roosting boxes. Again, such details can be secured and implemented as a condition of any planning permission.

Functionality, access and movement

London Plan Policy 5.13 requires development to minimise the generation of waste and maximise reuse or recycling. These sentiments are echoed in Core Strategy Policy CS1

X. Policy DM45 of the Development Management Policies Local Plan document requires proposals to make satisfactory provision for general waste, the separation of recyclable materials and the collection of organic material for composting. Detailed local design guidance is set out in the Council's *Code of Practice for the Storage and Collection of Refuse and Materials for Recycling in Domestic Properties* (2008).

The Code of Practice recommends a 'two bin' system for blocks of flats, comprising storage provision for general waste and recycling. The proposal would provide three enclosed refuse stores within the lower ground/basement area and the submitted drawings indicate that these have a capacity to accommodate 18 bins (although the waste management strategy states that there would be adequate storage for 22 x 1,100 litre bins). The Council's Waste Management Team Leader has advised that 30 bins would be required: 15 x 1,100 litre general waste bins and 15 x 1,280 litre recycling bins. It is considered that this shortfall could be rectified via revisions to the lower ground floor layout that may be secured as a condition of any planning permission.

The Code of Practice goes on to recommend that, for the 'two bin' system, collection should take place from a position not greater than 10 meters from the refuse bin. The submitted lower ground floor plan designates a refuse collection point within the site and adjacent to the Sherwood Road/Stanley Road link road, meaning that collections would be able to take place from the public highway. Arrangements to ensure that the bins are wheeled from the enclosed refuse stores to the collection point (and then returned) on collection days will need to be put in place. It is considered that such arrangements may be set-out as part of a waste management strategy that may be secured as a condition of any planning permission.

It should be noted that, at present, the Council does not operate a collection service for organic waste from blocks of flats. This is confirmed in the Code of Practice, which advises that under-the-sink waste disposal units should be fitted to the flats to deal with food waste. To ensure that the development makes appropriate provision for the disposal of organic waste it is considered that units for the disposal of food waste from the proposed flats should be fitted and this may be addressed as a condition of any planning permission. It is expected that garden waste from the soft landscaped areas would be removed by grounds maintenance contractors for responsible disposal.

The applicant has submitted a Design Statement on the lower ground floor car park. This confirms, amongst other things: that there would be a minimum 300mm side clearance at parking bays adjacent to walls or vehicle barriers; that aisle widths will generally be 6 metres for two way traffic; that a minimum headroom clearance of 2.1 metres will be provided; and that where possible support columns will be located at the edge of aisles to optimise visibility for driver and pedestrian safety. Ventilation information contained within the Design & Access Statement opines that the car park will meet and exceed Building Regulations requirements for natural ventilation.

Letter boxes would be located externally alongside the main entrance to the development at the Northolt Road/Stanley Road corner. This would facilitate efficient delivery by postal delivery agencies and would help to visually define the main entrance to the development.

The Design and Access Statement also provides information on the proposed external works and lifts. This states that amenity and low level lighting would be installed to the landscaped areas, the podium amenity space and walkways. Details of such lighting could, it is considered, be controlled as part of the hard and soft landscaping details to be

secured through conditions of any planning permission.

In view of all of the above information and subject to detailed matters that, it is considered, can be controlled through conditions, the proposals functionality, access and movement attributes are considered to be acceptable.

Other planning considerations

In terms of the lifts, the Design & Access Statement advises that lift overruns would be kept to a maximum 1.1 metre protrusion over the roof and that, as there is no requirement for air conditioning or rooftop water storage. These would be the only projections above roof level. The photovoltaic (PV) panels would be obscured by a parapet wall design.

The proposal makes provision for a new electricity sub-station to be accommodated within the lower ground floor area. The Design & Access Statement advises that BT Openreach Networks has confirmed that they can accommodate the new development without any upgrade to their existing infrastructure.

Residential Amenity of Future Occupiers

London Plan Policy 3.5 sets out several criteria for achieving good quality residential development. The policy aims to ensure that developments enhance the quality of local places³ and create homes that reflect the minimum space standards and are fit for purposes in other respects⁴. The policy also provides a commitment that the Mayor will issue guidance on implementation of the policy, and this commitment is fulfilled by the publication of the Mayor's *Housing SPG* (2012). The SPG sets out detailed guidance on a range of matters relating to residential quality, incorporating the Secured by Design principles, and these form the basis for the assessment below⁵.

Core Strategy Policy CS1 K requires a high standard of design and layout across all tenures within a development and consistent with the London Plan and its associated SPG. Policies DM1 and DM27 set out a number of privacy and amenity criteria for the assessment of proposals for residential development.

Defining good places

By redeveloping the site (rather than converting the existing offices) the proposal would contribute positively to the urban renewal of this part of Northolt Road. It would provide a prominent new building within the streetscene with a clearly defined entrance point at the corner of Northolt Road & Stanley Road and opportunities for new landscaping to the street frontages. It would also add to levels of natural surveillance of the immediate surroundings. It is therefore considered that the proposal would enhance the quality of this part of South Harrow in accordance with the principles of London Plan Policy 3.5.

Communal outdoor amenity space

Local Plan Policy DM27 states that the appropriate form and amount of amenity space should be informed by the Mayor's Housing Design Guide (i.e. the SPG) and criteria set out in the policy. Those criteria are the likely needs of future occupiers, the character of the area, the privacy and amenity of neighbouring occupiers, and the quality of the space

³ See London Plan Policy 3.5 C.

⁴ See London Plan Policy 3.5 D.

⁵ Except Lifetime and Wheelchair Home criteria, which are addressed in the Accessibility section of this report.

proposed.

The proposal makes provision for a podium level communal amenity space to the rear of the building and this would provide 573 sq. metres landscaped outdoor space. Given the nature and location of the development – a high density scheme in an accessible location – and the form of accommodation proposed (1 & 2 bedroom flats) the provision of a podium level communal amenity space is considered to be a benefit of the scheme and improving the environment at the rear of these properties. The space would benefit from high levels of natural surveillance and would be of dimensions/configuration that would lend itself to domestic recreational activities.

Outdoor play space

Local Plan Policy DM28 requires on site provision of facilities where a development would result in a net increase in child yield. Applying the child yields at Appendix 1 of Harrow's Planning Obligations SPD, it is calculated that the development would yield a total of 54 under 16's comprising 36 x 0-4 year olds, 12 x 5-10 year olds, 4 x 11-15 year olds and 2 x 16-17 year olds.

The Council's Planning Obligations SPD, informed by Harrow's PPG 17 Study, sets a quantitative standard of 4 square metres play space per child. When applied to the above child yield, this generates a requirement for 216 sq. metres playspace.

The proposal does not make provision for the play space required. Notwithstanding this, the 573 sq. metres communal amenity space, described above could be adapted to provide at least 192 sq. metres play space for younger age groups (0-4 and 5-10 year olds). This can be secured as part of the agreement of landscaping details, by condition.

It is considered that the remaining 24 sq. metres play space for teenage (11-15 and 16-17) age groups would be better met by new or enhanced provision off-site (for example at Roxeth Recreation Ground or Alexandra Park). Therefore, to mitigate the requirement generated by the development in respect of that age cohort, a contribution towards such off-site provision should be sought as part of the Planning Obligation. In accordance with the SPD formula the required contribution is a sum of £2,280. Officer's will discuss this requirement with the applicant and report the outcome via the addendum prior to the Committee meeting.

Entrances

The Mayor's Housing SPG calls for entrances to be visible from the public realm and clearly defined. The main entrance lobby would be situated on the Northolt Road frontage, close to the corner with Stanley Road and at the base of the prominent ten storey module at this corner of the site. As such, it would be clearly in the streetscene of Northolt Road and clearly defined in the context of the development.

The main entrance lobby would provide through-access for residents to the communal amenity space at the rear, via which the rear facing entrances to other cores of the development may be accessed. There would also be an entrance to the core at the south-western end of the development in the south-west flank wall of the proposal. This would be accessed via a ramp and path from Northolt Road, helping to activate that end of the site which faces onto the pedestrian link between Northolt Road and Sherwood Road. Similarly an entrance to the north-western core would be situated in the north-west rear wall of the development with access from the Sherwood Road/Stanley Road link road, and again would help to activate this part of the surrounding public realm.

Shared circulation

The SPG sets out the following guidelines (as relevant to the proposed development) for shared circulation space:

- all flats should be provided with an entry-phone system to operate the release of the main (communal) entrance door and that, unless a 24 hour concierge is provided, audio-visual verification to the access control system should be provided;
- internal corridors should receive natural light and ventilation;
- all flats entered at seventh floor (eighth storey) and above should be served by at least two lifts; and
- the number of flats accessed from a single core should not exceed 8 per floor.

In the absence of details submitted with the application, to accord with the SPG and to ensure the required high standard with regards to functionality, as sought by Local Plan Policy DM 1, it is therefore considered that an audio-visual entry system should be installed, or such other alternative access security measures as may be appropriate, in accordance with details to be agreed by condition.

All of the cores would be served by windows that would facilitate natural light and ventilation to the internal corridors and each core serves no more than either three or four flats per floor. All cores would be served by a lift and the core serving the ten storey part of the development would be served by a dual lift core. Two of the other three cores would serve flats on the seventh floor (eighth storey) and one would continue to the eighth floor (ninth storey), but these cores would only have a single lift. Ten flats situated on the seventh and eighth floors would be served by only one lift. Given this relatively modest number of flats, and the likely viability implications of adding dual lift cores to serve these ten flats, it is not considered that this shortfall below the SPG guideline is sufficiently significant as to justify withholding planning permission.

Space standards, flexibility and adaptability

The minimum space standards are set out at Table 3.3 of the London Plan and are reproduced within the SPG. With the exception of two flats, all of the proposed flats would meet or exceed the standards. The two exceptions relate to flats described on the drawings and in the application documentation as studios, but shown on the drawings as one bedroom flats. They would have an internal area of 42.7 sq. metres, well above the requirements for studios (35 sq. metres) but slightly below the 50 sq. metre requirement for 1 bedroom/2 person flats. Whilst it is regrettable that, as a new build development, all of the flats within the development would not fully comply, it is not considered that a shortfall of 7.3 sq. metres in 2 flats out of a development of 123 homes would justify withholding planning permission.

As good practice, the SPG recommends minimum bedroom sizes of 8 sq. metres for a single bedroom and 12 sq. metres for a double or twin bedroom. All of the bedrooms within the development, including those within the 2 flats labelled as 'studio' flats, would meet or exceed these recommended minimum sizes.

The SPG calls for flexibility within dwelling plans so that at least one bedroom is capable of use as either a twin or double room, according to occupier preferences. All of the flats would have at least one double bedroom (and which may be used as a twin room if preferred by future occupiers, albeit leaving limited circulation space in some instances).

Storage and utility space, study and work

As a minimum for 1 & 2 person occupation, the SPG requires storage space to a minimum of 1.5 square metres for homes receiving a public subsidy and 2.3 square metres for private sector homes. In all cases the storage area should have a minimum height of 2 metres and a further 0.5 square metres is required for each additional occupant. All of the flats incorporate an element of storage space but, to ensure compliance with this standard, it is considered necessary to secure this as a condition of any planning permission.

The SPG also seeks adequate space and services to work from home, a point echoed at paragraph 7.23 of the Development Management Policies Local Plan document. An indicative furniture layout is set out on the application drawings and this demonstrates that all of the flats, including the studios, would have space for a table/desk. As such, each flat would have space flexible for dining and home study/work activities. It is envisaged that occupiers will make their own arrangements with regard to securing internet access.

Private open space

Every flat would have a private balcony space and these range in size across the development from 5 sq. metres to 11.5 sq. metres. In the case of six of the sixth floor flats, their balconies would take the form of larger roof terraces, ranging in size from 11.6 sq. metres to 32.4 sq. metres.

Given the nature and location of the development – a high density scheme in an accessible location – and the form of accommodation proposed (1 & 2 bedroom flats) the provision of balconies/roof terraces is considered to be acceptable. In terms of the quantity of provision, the SPG requires a minimum of 5 sq. metres per 1-2 person dwelling and an extra 1 sq. metre for each additional occupant. The majority of the proposed flats would have balcony sizes that meet or exceed these requirements, including through dual balcony provision in some instances. However, there are 5 x two bedroom/four person flats with balcony sizes of only 6.8 sq. metres, i.e. 0.2 metre below the SPG requirement. Such a shortfall is considered to be of nominal significance and, when viewed in the context of the otherwise generally good performance of the proposal in residential quality terms, not sufficient to justify withholding planning permission.

The SPG also calls for a minimum depth and width of 1.5 metres for all balconies and other private open spaces. The proposed balconies and roof terraces would comply with these minimum dimensions.

Privacy

The SPG calls for habitable rooms within dwellings to be provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces. Paragraph 2.3.30 of the SPG refers to yardstick separation distances of 18-21 metres between facing habitable room windows.

As a high density scheme there would inevitably be some tight overlooking relationships between homes within the development. These occur around the central courtyard where a distance of some 14 metres would exist between the facing inner north-west and south-east elevations, and obliquely between these two elevations and the inner south-west facing elevation. These elevations would, of course, all contain habitable room windows and balconies, meaning that there would be a high level of visibility between homes on the same level (i.e. looking directly across) and perceptions of visibility to/from homes on other levels within the development. Given the high density nature of the proposal, which

is consistent with the need to make effective use of this accessible previously-developed site, and the likely expectations of the future occupiers of such a development, this is not considered to be unacceptable.

A number of the balconies and roof terraces throughout the development would be sited adjacent to each other. To ensure that these private outdoor spaces are not the subject of overlooking or disturbance from adjacent spaces it is considered that separating privacy screens should be installed, details of which may be agreed as a condition of planning permission.

In relation to the street frontages, the lower ground/ground floor flats would have their habitable room windows and balconies facing the adjacent pavement at relatively close proximity. In the case of Northolt Road, these would face the back edge of the pavement at a distance of 5 metres. The equivalent distances for Stanley Road range between 0.5 and 3 metres whilst those in respect of the Stanley Road/Sherwood Road link road would be between 2 and 6 metres. In all of these cases however balconies and windows would be set-back behind planting strips providing a clear demarcation between the public realm and the windows/private amenity space of the flats. The details of the hard and soft landscaping can be secured by condition.

Similarly, within the development, there would be habitable room windows and balconies facing onto the central courtyard at ground floor level, whilst flat 17's windows and balcony would directly abut a route for residents at the south-western edge of the site, between Northolt Road and the central courtyard. To ensure high quality living conditions, in terms of privacy, for the future occupiers of the affected flats, it is considered that the control of landscaping details (by condition) should be used to secure an appropriately planted buffer in these locations also.

Overall, it is considered that the proposal would secure a standard of privacy for future occupiers of the development that is commensurate with the intended character of this higher-density development (which makes effective use of this accessible previously-developed site) and the likely expectations of this scheme. Subject the details that may be controlled by condition, the proposal is considered to be acceptable in this regard.

Dual aspect

The SPG seeks to avoid single aspect dwellings where: the dwelling is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. The definition of a dual aspect dwelling is one with openable windows on two external walls, which may be opposite (i.e. front & back) or around a corner (i.e. front and side) and the SPG calls for developments to maximise the provision of dual aspect dwellings⁶.

One of the notable features of the design of the proposal is that the majority of the flats within the development would have dual and, in some cases, triple aspects. The following 33 flats would be single aspect only:

- NW elevation: Flats 1 & 2 (lower ground floor); 5 (ground floor); 19 (first floor); 33 (second floor); 48 (third floor); 63 (fourth floor); 78 (fifth floor); 93 (sixth floor); 105 (seventh floor)
- NE elevation: Flats 9 (ground floor); 23 (first floor); 37 (second floor); 52 (third floor); 67 (fourth floor); 82 (fifth floor); 97 (sixth floor); 107 (seventh floor)

⁶ See paragraph 2.3.31 of the Mayor's SPG.

- SE elevation: Flats 13 (ground floor); 27 (first floor); 39 & 42 (second floor); 54 & 57 (third floor); 69 & 72 (fourth floor); 84 & 87 (fifth floor); 99 & 102 (sixth floor); 109 & 112 (seventh floor), 119 (eighth floor)

Those single aspect flats on the north-west and north-east elevations would be within 45 degrees of north. There would be 18 such flats, equivalent to just under 15% of the total number of flats within the development, but in the context of the development's overall good performance in terms of residential quality this is not considered to be sufficient to justify withholding planning permission.

Those on the south-east elevation would, by definition, not be within 45 degrees of north. There would be 15 such flats.

In terms of the external noise environment, this is appraised elsewhere in this report and measures for mitigating otherwise harmful external noise levels/ensuring adequate alternative means of ventilation to flats on the Northolt Road are recommended to be secured as a condition of any planning permission. None of the flats within the development would contain 3 or more bedrooms.

Internal noise

Paragraph 2.3.30 of the SPG refers to the acoustic as well as the visual privacy of homes within a development. The SPG seeks to limit the transmission of noise between flats, and from lifts/communal spaces to noise sensitive rooms, through careful attention to the layout of dwellings and the location of lifts. Local Plan Policy DM1 includes among its privacy and amenity considerations the adequacy of the internal layout in relation to the needs of future occupiers, and Harrow's Residential Design Guide SPD amplifies the point by advising that the vertical and horizontal arrangement of flats within a development should avoid conflicting room-use (i.e. bedroom vs. living/other room) relationships between flats.

In this regard the proposal performs as well as may be expected of a high density development. Generally, and with some inevitable exceptions, the proposal secures good horizontal arrangement by 'handing' the floorplans of individual flats across each floor, whilst the use of repeated layouts over several floors at a time ensures that conflicting vertical arrangements are minimised. The objective of the SPD in this regard is to supplement the sound insulation requirements of the Building Regulations which would, of course, still need to be achieved. It is therefore concluded that the 'in combination' benefit of the proposed layouts and the Building Regulations together would be one of optimum acoustic privacy/noise conflict limitation between flats across most of the development.

The design and layout of the proposal generally avoids the placement of lifts and stair cores adjacent to bedrooms. The exception to this is the placement of a lift core that would be adjacent to a bedroom of flats 28, 43, 58, 73, 88, 104, 114 and 121. Compliance with the Building Regulations will provide some acoustic mitigation and the layout would secure optimum noise conflict limitation to all other flats within the development. In the context of the development's overall good performance in terms of residential quality this is not considered to be sufficient to justify withholding planning permission.

Floor to ceiling heights

The SPG seeks a minimum floor to ceiling height between finished floor level and finished ceiling height in habitable rooms of 2.5 metres. Cross sections shown on the application drawings confirm that this would be achieved.

Daylight and sunlight

The SPG establishes no baseline standard for daylight or sunlight. Local Plan Policy DM1 includes among its amenity considerations the adequacy of light and outlook within buildings (habitable rooms and kitchens).

A Daylight and Sunlight report has been submitted with the application but its scope is confined to the impact of the development upon neighbouring properties.

As noted above, the majority of the flats would be dual aspect and the proposed layout places habitable room uses (bedrooms and living rooms) towards the external walls with bathrooms, kitchen areas and storage areas placed more centrally within the floorplates of the flats. As such, and in the context of daylight performance experienced in high density residential schemes, it may be expected (in the absence of evidence) that the habitable rooms would perform reasonably in terms of daylight but that the inner room uses would be more reliant on artificial lighting.

In terms of sunlight, the south-east elevation (facing Northolt Road) would enjoy early morning sunlight during the morning. Given the width of Northolt Road and the mainly low rise development opposite, it is anticipated that all windows and balconies in the south-east elevation would be capable of receiving some sunlight at this time of day. The north-west elevations (facing the courtyard and the Stanley Road/Sherwood Road link road) would enjoy some sunlight during the afternoon, although the configuration of the proposed building and neighbouring Rose Court would mean that levels of sunlight reached to the windows & balconies of some of the lower level flats may be more limited.

In the context of a higher density scheme, however, it is considered likely that the development as a whole would perform relatively well in daylight and sunlight terms.

Residential Amenity of Neighbouring Occupiers

London Plan Policy 7.6 Architecture states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.

Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 requires all development to achieve a high standard of privacy and amenity, and sets out a number of criteria for the consideration of the same. The Council's Residential Design Guide supplementary planning document is also relevant.

Visual Impact/Outlook

As noted elsewhere in this report, the neighbouring building formerly known as Bovis House is currently undergoing refurbishment to convert all of the floors to residential use (101 flats). The building has a cross-form plan layout and is 6 storeys high. There would be a distance of approximately 19 metres between the north-east facing elevation of the proposal and the 'end' elevation of the south-west facing arm of the former Bovis House.

On the opposite side of Northolt Road is the terrace of two storey dwellings numbered 179 to 195 Northolt Road and the (blank) flank elevation of the block of flats numbered 153-171 Northolt Road. A distance of approximately 21 metres and 30 metres approximately would be maintained between the proposal and the facing elevations of these neighbouring properties.

Sherwood Road and Stanley Road run broadly perpendicular to the rear of the site. A distance of approximately 24 metres would be maintained between the north-west elevation of the development and the flank wall of the first house (under construction) on the south side of Stanley Road. The development would be visible from the gardens of dwellings forming the terrace south side of Stanley Road and the north side of Sherwood Road. It would also be visible from the front windows of dwellings on the north side of Stanley Road and the south side of Sherwood Road.

Given the above separation distances and the fact that these neighbouring properties do not adjoin the application site, it is not considered to be meaningful to apply the Council's 45 degree code to the assessment of impact upon these properties. Rather, it is more meaningful to consider impact in relation to these neighbouring properties in the context of the higher density development that is characteristic of this part of Northolt Road and how the design of the proposal responds to its circumstances.

In terms of the Northolt Road frontage, the existing Townsend House has a height of four conventional storeys with a further storey provided in a mansard roof. Drawings submitted with the application show that the main 6 storey part of the south-east elevation would be equivalent in height to that of the existing Townsend House, with the additional three storeys set back by 3.6 metres from the this Northolt Road elevation (and some 12 metres set-in from the south-west end elevation). So, in relation to the dwellings on the opposite side of Northolt Road, whilst the proposal would undoubtedly appear as a prominent feature in their outlook, in the context of the large buildings (including Townsend House) that already characterise the north-west side of Northolt Road, and the design of the proposal which would set-in the additional height/bulk from the main elevation edges of this arm of the development, it is not considered that the resulting impact would be unreasonably detrimental to the visual amenities of the occupiers of the facing dwellings.

The tallest part of the proposed development – the ten storey 'landmark' block on the corner of Stanley Road – would be broadly opposite the flank wall of the block of flats numbered 153-171 Northolt Road. As noted above, that neighbouring block is set further back from Northolt Road, meaning that there would be a generous separation between them, and that flank wall is blank as the flats in that block are orientated north-east to south-west. Accordingly, despite the scale of this part of the development, it is not considered that there would be a significant impact upon the outlook of these flats. Although the proposal would be visible from the outdoor space around the block of that's it is not considered, in the circumstances described above, that there would be detriment to the visual amenities of the occupiers of that or other nearby blocks.

In relation to the former Bovis House, drawings submitted with the application show that the north-east elevation would be four (at the corner) and two (for the remainder of this elevation) storey higher than the existing Eaton House but that this elevation would be 2 metres further back from the pavement edge than the existing building. Clearly the proposal would have a significant visual presence in the outlook from the flats currently under construction with the former Bovis House. As noted above, at its closest point the distance between the facing (8 storey) elevation of the proposal and the former Bovis House would be 19 metres. As both proposals would be higher density residential schemes and in the context of the character of this side of Northolt Road, it is not considered that the inter-relationship between them would be harmful to the outlook/visual amenity of their future occupiers.

Existing residential development in Stanley Road and Sherwood Road is more traditional in scale/form but there nevertheless already exists a visual juxtaposition between these houses and the large office blocks/commercial buildings in the neighbouring part of Northolt Road. The adjacent link road provides a clear visual break between the houses/gardens and the application site. The design of the subject proposal responds by stepping down the building from 10 to 8 storeys along the north-east elevation fronting Stanley Road and, because of the change of levels resulting in a 'lower ground' floor, from 9 to 8 storeys along the north-west elevation fronting the link road. Nevertheless, the proposal would clearly retain and by additional height/bulk strengthen the existing visual juxtaposition, and so would undoubtedly appear as a dominant feature in the outlook of dwellings in Stanley Road and Sherwood Road and from their gardens. However, given that there is an existing visual juxtaposition and in the desirability of making efficient use of this previously-developed site in an accessible location, it is not considered that the resulting impact upon the amenities of occupiers of dwellings in Sherwood Road/Stamley Road would justify withholding planning permission.

Rose Court adjoins the application site at the south/south-west corner. It is a four storey block of flats that is sited at the (lower) level of the Sherwood Road/Stamley Road link road. The flats within the block are orientated north-east to south west and there is a small external amenity/utility area of some 3.5 metres depth between the north-east elevation and the application site boundary. The boundary is delineated by a brick wall (approx. 2 metres) beyond which there is a service level car park to Townsend House.

The proposal would result in a change in outlook from the windows in the north-east elevation of Rose Court. However, the windows that would be affected serve bedrooms and kitchens of flats in Rose Court. The main living fronts Sherwood Road. Townsend House already intersects a 45 degree line drawn, on plan, from the eastern corner of Rose Court but the proposal would add the equivalent of four storeys to the height. Furthermore, the proposal would effectively 'cover over' the surface car park area to create a deck for the outdoor amenity area for the proposed flats. The deck would be broadly in line with the first floor level of Rose Court, above the level of the existing boundary wall and with its own means of enclosure atop, and this would have implications for the outlook from the north-east facing windows to the ground floor flats at Rose Court, as well as the setting of the adjacent external amenity/utility area of that block of flats.

Given the existing substantial differential in height/scale between Townsend House and Rose Court, and their relative siting/arrangement, there is an existing impact upon outlook to the north-east facing windows of Rose Court and the addition of extra floors is unlikely to materially affect this existing situation (the impact upon daylight and sunlight is addressed below). That part of the development that would occupy the site of Eaton House would be 36.5 metres beyond the north-east elevation of Rose Court and would be stepped down to 6 storeys (above podium level) at the rear and so would, it is considered, be detrimental to the visual amenities of the occupiers of Rose Court.

The podium would not intersect an upward 45 degree line measured from the base (still less the lower edge of the glazed area of the ground floor windows) of the north-east elevation of Rose Court. On this basis it is not considered that the impact of the podium upon the outlook from these windows, whilst a change from their current outlook, would justify withholding planning permission. Control of the landscaping and boundary treatment of the podium deck can be secured through planning conditions to further ensure that the impact upon the adjacent ground floor (and indeed first floor) windows of Rose Court are kept within acceptable parameters.

The proposed development would undoubtedly be visible to residential occupiers and from commercial premises over a wider area than those specifically dealt with above. Given the conclusions about visual impact in relation to property much closer to the application site than those within the wider area, however, it follows that the visual impact upon occupiers of all other affected properties would be acceptable.

Privacy

The proposal would replace the existing office buildings with a higher density residential development. As such, the character as well as the scale of inter-visibility between the site and surrounding existing property would change significantly. The proposal would also introduce balconies throughout the elevations of the proposed development.

Given the separation distances/relationships described in respect of outlook/visual amenity above and having regard to the desirability of making efficient use of this previously-developed site in an accessible location, it is not considered that the impact of the proposal in terms of actual and perceived overlooking of properties on the opposite side of Northolt Road, the former Bovis House and dwellings in Sherwood Road/Stanley Road would justify withholding planning permission. Given the perpendicular relationship between the north-east elevation of Rose Court and the adjacent 'inner' north-west elevation of the proposal, the overlooking relationship would be at an oblique angle and not, within this higher density context, unacceptable. Balconies are largely avoided along the adjacent 'inner' north-west elevation; one balcony on each of the 7th, 8th and 9th storey of this elevation would be provided but their relative height and position would be such that they would – in effect – only overlook the roof of Rose Court.

The south-east elevation of Rose Court contains window to each storey and this is believed to serve a communal internal area (corridor or stair area). The south-west elevation of Rose Court has a main three storey height with the third floor/fourth storey set-back leaving what appear to be roof terrace/balcony areas on this side of the building. There is also a walled garden area at ground level on the south-west side of Rose Court. The facing elevation of the proposal would contain flank kitchen windows to each of the six storeys of this part of the development and balconies on the adjacent part of the south-west 'end' elevation. The distance between these and the adjacent boundary with Rose Court would be approximately 3.5 metres.

As the windows in the flank elevation of Rose Court appear to serve a communal area the potential inter-visibility between them and the adjacent flank kitchen windows of the proposal is not considered to be unacceptable. However the balconies to flats 17, 31, 46, 61, 76 and 91 would give rise to potential for overlooking of the walled garden area and (from upper level balconies) the roof terraces of Rose Court at a proximity that would be detrimental to the privacy of the occupiers of Rose Court. To address this, it is considered necessary require the outer flank sides of these balconies to be installed with privacy screens as a condition of any planning permission.

The bedroom windows to flats 17, 31, 46, 61, 76 and 91 would give rise to potential to overlook the utility/amenity space on the north-east side of Rose Court. However this space, by reason of its orientation and narrower width, is considered to be of lesser value as an amenity area and, combined with the desirability of not obscuring the bedroom windows (so that they have an adequate means of outlook), this relationship is on balance considered to be acceptable in privacy terms.

As noted above, that part of the development that would occupy the site of Eaton House would be 36.5 metres beyond the north-east elevation of Rose Court and would be stepped down to 6 storeys (above podium level) although there would be large roof terraces over. Given this distance and the higher density context, it is not considered that this 'back-to-back' relationship would be detrimental to the privacy of the occupiers of Rose Court.

Adjacent to the south-east boundary of Rose Court there would be steps and an access area providing controlled and more direct access for residents of the neighbouring part of the development to the podium amenity space. It is considered that details of boundary treatment and landscaping to this part of the application site should be controlled, as a condition of any planning permission, to minimise overlooking (and potential for general nuisance to) windows in the adjacent part of the north-east elevation of Rose Court.

It is important to note that residents of Rose Court, consulted as part of the pre-application consultation and as part of the statutory consultation on this application, have raised no objection to these proposals

To conclude on privacy, Policy DM1 of the Local Plan undertakes to assess amenity having regard to, *inter alia*: the prevailing character of privacy and the need to make effective use of land; the overlooking relationship between windows and outdoor spaces; and the distances between facing windows to habitable rooms and kitchens. Applying these considerations to the circumstances of the application site and the relationship of the proposed development to its immediate and wider surroundings, it is concluded that the proposal – subject to the specific mitigation recommended - would achieve an appropriately high standard of privacy for neighbouring occupiers.

Daylight, Sunlight and Overshadowing

A Daylight and Sunlight Assessment has been submitted with the application. The Assessment uses widely-recognised methodology to assess the proposal's impact upon neighbouring property against British Research Establishment (BRE) guidelines. This approach is more sophisticated than the Council's 45 degree code and so it is considered to be more relevant (than the code) in the assessment of the proposal's daylight and sunlight impacts, pursuant to Policy DM1.

The Assessment measured the impact of the proposed development upon daylight to neighbouring property. For daylight, the assessment applies the Vertical Sky Component (VSC) method to identify windows that would exceed the BRE guideline and those where the reduction in daylight would not be less than a factor of 0.2 (i.e. 20%) and so meeting the BRE guideline. For sunlight, only windows within 90 degrees of due south are assessed and the Annual Probable Sunlight Hours (APSH) method is used which seeks 25% annual probable sunlight hours including 5% in the winter months, and reductions of not less than 0.2 (20%) of the former value. The results are shown in the table below:

Table 2: Results of BRE Daylight and Sunlight Testing

Addresses	Daylight (VSC method)		Sunlight (APSH method)	
	No. of windows tested	% meeting/ exceeding BRE guidelines	No. of windows tested	% meeting/ exceeding BRE guidelines
153-171 Northolt Road	16	100	16	100
177 Northolt Road	5	20	1	100
179 Northolt Road	5	20	1	100
181 Northolt Road	3	0	-	-
183 Northolt Road	2	0	-	-
185 Northolt Road	2	0	-	-
187 Northolt Road	2	100	-	-
189 Northolt Road	2	100	-	-
191 Northolt Road	2	100	-	-
193 Northolt Road	2	100	-	-
195 Northolt Road	3	100	1	100
197 Northolt Road	6	100	1	100
199 Northolt Road	4	100	-	-
1-11 Rose Court	12	33	-	-
3 Sherwood Road	5	100	-	-
5 Sherwood Road	5	100	-	-
7 Sherwood Road	5	100	-	-
8 Sherwood Road	11	100	7	100
19 Stanley Road	8	63	6	50
21 Stanley Road	5	100	4	100
23 Stanley Road	5	100	4	100
25 Stanley Road	4	100	4	100
27 Stanley Road	9	100	8	100
Bovis House	94	99	82	98

The table shows that the impacts upon property in Northolt Road, Sherwood Road, Stanley Road and Bovis House are generally within acceptable parameters, using the VSC and APSH methods. The Assessment provides the following further analysis of the impact upon those windows tested for which the above results demonstrate a greater impact:

- 177 Northolt Road: Of the 4 windows with a greater than 20% reduction, the 2 windows at ground floor level would receive reductions of 21% and 29% - only marginally exceeding the 20% threshold.
- 179 Northolt Road: Of the 4 windows with a greater than 20% reduction, the 2 windows at ground floor level would receive reductions of 25% and 29% - only marginally exceeding the 20% threshold.
- 19 Stanley Road: Of the 3 windows with a greater than 20% reduction, the reductions range from 21% to 26% - only marginally exceeding the 20% threshold. In terms of sunlight, although 3 of the tested windows would experience in excess of 20% reductions in annual probable sunlight hours, all would continue to achieve the recommended 5% annual probable sunlight hours for winter sunlight.

- Bovis House: Only 1 window would experience a reduction of greater than 20%, and its reduction would be 21% - only marginally exceeding the 20% threshold. In terms of sunlight, only 2 (out of 82 tested) windows would experience in excess of 20% reductions and 6 windows would experience an increase in annual probable sunlight hours.

The table shows that Rose Court would experience the greatest impact, with only 4 of its 12 tested windows meeting or exceeding the BRE guidelines using the VSC method. Of the 8 windows with a greater than 20% reduction, the reductions range from 22% to 33%. The Assessment goes on to explain: “...it is important to note that all of the rooms overlooking the site are bedrooms, for which the BRE guide states are ‘less important’ than main living rooms”⁷ and to assess the 12 tested windows at Rose Court in relation to the alternative daylight distribution (DD) method. The DD method calculates the area at working plane level inside a room that will have a direct view of the sky⁸. The Assessment concludes that, under the DD method, all 12 of the tested habitable rooms would “...continue to enjoy a very good level of daylight distribution, in excess of the BRE guidelines, such that the overall effect of the Proposed Development on the daylight to these bedrooms is unlikely to be noticeable”⁹.

The Assessment also considers the potential of the development to overshadow the rear gardens of 19-27 Stanley Road and 8-10 Sherwood Road. This finds that they will “...continue to enjoy at least 2 hours of direct sunlight to more than 50% of their individual amenity areas on March 21st, such that the BRE recommendations will be satisfied”¹⁰.

Not surprisingly, given its proximity and relationship to the application site, the most significant impact upon daylight – in terms of number of windows affected and the degree of effect using the VSC method – would occur in relation to Rose Court. However, the applicant’s further analysis using the DD method and having regard to the BRE guidance suggests that the loss of light to the bedrooms at Rose Court is unlikely to be noticeable. Having regard to the available evidence, and acknowledging that any loss of light is regrettable, it is not considered that the impact of the development upon Rose Court would be unacceptable. As stated above, no objection has been received from Rose Court residents

Similarly, in relation to the other neighbouring properties affected in daylight and sunlight terms, having regard to the applicant’s analysis carried out in relation to the BRE guidelines, it is not considered that the impact of the development upon those properties would be unacceptable.

To conclude, Policy DM1 of the Local Plan undertakes to assess amenity having regard to, inter alia: the prevailing character of amenity and the need to make effective use of land; and the adequacy of light and outlook within buildings (habitable rooms and kitchens). Taking into account the extent and degree of daylight and sunlight losses that would, as demonstrated by the assessment, occur, and on balance of the need to make efficient use of this accessible previously developed site, it is concluded that the proposal would maintain an appropriately high standard of amenity for neighbouring residential occupiers.

⁷ See paragraph 7.37 of the applicant’s Assessment.

⁸ See paragraph 4.5 of the applicant’s Assessment.

⁹ See paragraph 7.38 of the applicant’s Assessment.

¹⁰ See paragraph 7.68 of the applicant’s Assessment.

Traffic, Safety and Parking

The NPPF¹¹ requires proposals that would generate significant amounts of movement to be supported by a Transport Assessment and to provide a Travel Plan. London Plan Policy 6.3 requires the impact of proposals on transport capacity and the transport network to be assessed, and states that development should not adversely affect safety on the transport network. In addition to Transport Assessments and Travel Plans, the policy goes on to call for construction logistics plans and delivery & servicing plans to be secured.

Traffic and Safety

The Highway Authority has raised no objection on traffic or safety grounds.

Parking

London Plan Policies 6.9 and 6.13 give effect to the London Plan cycle and vehicle parking standards, including requirements for electric vehicle charging points (ECPs), parking for 'blue badge' holders and for cycle parking in particular to be secure, integrated and accessible. Local Plan Policy DM 42 requires on-site car and cycle parking in accordance with the London Plan and, in addition, 1 motorcycle/scooter space per 20 car parking spaces. It also requires the design and layout of parking areas to be safe, secure and fit for purpose.

As a higher density residential development of 1 & 2 bedroom flats within an accessible location, the London Plan standard is for less than one car parking space per unit. The submitted car parking plan makes provision for 45 on-site spaces which equates to 0.36 spaces per unit. This represents an appropriately restrained level of car parking within the London Plan maximum standards.

However, as noted elsewhere in the report, the provision for refuse storage within the development is considered to be inadequate as proposed and, in response, it is recommended that increased storage provision be secured as a condition of planning permission. Increased provision within the lower ground floor area is likely to result in a reduction in the available area for car parking.

In addition, only 5 'blue badge' holder bays are proposed and this would not be adequate to serve the requirement of one such space for each of the development's 13 wheelchair homes. The provision of the requisite number of bays for 'blue badge' holders (i.e. larger bays) is also likely to reduce the overall number of car parking spaces that can be accommodated on the site.

The submitted drawings show provision for 124 cycle parking spaces within the lower ground car park and a further 4 spaces at ground level, adjacent to the main entrance. The London Plan requirement is differentiated into long stay (i.e. for residents) and short stay (i.e. for visitors) provision. The long stay standard is 1 space per 1 bedroom flat and 2 spaces for all other dwellings; this equates to a total requirement for 190 long stay spaces. The short stay standard is for 1 space per 40 units and so this equates to a requirement for 4 spaces.

Therefore, whilst the ground level provision of 4 spaces meets the London Plan standard for visitor provision, the proposal falls substantially short of the number of long stay spaces needed to meet the London Plan standard for residents. It is considered that

¹¹ See paragraphs 32 & 36 of the NPPF.

revisions to the lower ground floor level could secure increased cycle parking provision, as required by the London Plan, but again this is likely to reduce the overall level of car parking provision on the site.

The London Plan also calls for the installation of electric vehicle charging points (ECP) at a ratio of 20% of car parking spaces as 'active' provision and a further 20% as 'passive' future provision. No ECP provision is made. Local Plan Policy DM 42 calls for 1 motorcycle/scooter space per 20 car parking spaces. Again no provision is made in this regard.

In view of the above it is considered that a revised lower ground floor plan is required to: increase refuse storage capacity; increase the number of 'blue badge' car parking spaces; increase the number of cycle parking spaces; and to make provision for ECP points and motorcycle/scooter parking. Such a plan is considered necessary to comply with the aforementioned policy requirements and may be secured as a condition of any planning permission. However, it is clear that the likely effect of meeting these requirements would be a reduction in the overall provision of car parking for the development. In the context of the London Plan maximum car parking standards and the accessible location of the proposed development, any such reduction would, it is considered, be acceptable.

The Highway Authority has recommended that the development be made 'resident permit restricted'. This is considered necessary to ensure that the restrained level of on-site car parking provision does not give rise to additional on-street car parking stress within the surrounding public highway network. It would also help to encourage future residents to travel by more sustainable modes, by restraining the availability of car parking off as well as on the application site.

Access into the lower ground area would be controlled, meaning that there would be no access other than for residents. As noted elsewhere in the report, it is a requirement that the development be finished to comply with the 'Secured by Design' principles and a condition to secure this is recommended.

Transport Assessment and Travel Plans

Local Plan Policy DM 43 requires applications for major developments to be accompanied by a Transport Assessment. A Transport Assessment has been submitted with the application. The Highways Authority has not objected to the Transport Assessment. The Policy also calls for the preparation and implementation of Travel Plans. The application has been accompanied by a Travel Plan. The Council's Travel Planners have been consulted and their response will be reported to the Committee in the Addendum information.

Servicing During Construction

Local Plan Policy DM 44 states that proposals for major development should make satisfactory arrangements for access to and servicing within the site during construction. The submitted Transport Statement provides some information on construction (routes, hours of construction, deliveries and potential mitigation). Given the scale of proposed development and the particular sensitivity of the site (in relation to traffic volumes on Northolt Road and the proximity of existing residential premises at the rear) it is considered necessary, consistent with London Plan Policy 6.3, to require detailed Construction & Logistics and Delivery & Servicing Plans to be agreed. Such plans may be secured and implemented as a condition of any planning permission.

Development and Flood Risk

The site is within Flood Zone 1, meaning that the site is assessed as having a less than 1 in 1,000 annual probability of fluvial flooding from main rivers and, in accordance with the NPPF, sequential and exception testing of the proposed development is not required. However, the Local Plan designated the site as part of a critical drainage area meaning that it is susceptible to flooding from surface water.

The NPPF states that a site-specific flood risk assessment (FRA) is required for proposals of 1 hectare or greater in Flood Zone 1. The application form states that the site area is 0.28 hectares. Accordingly, a full FRA is not required. However the applicant has submitted a drainage report.

Paragraph 103 of the NPPF states that, when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. London Plan Policy 5.12 states that development proposals must have regard to measures proposed in Catchment Flood Management Plans. It is noted that the EA's Thames Catchment Flood Management Plan (2009) focuses on the adaptation of the urban environment to increase resistance and resilience to flood water, and that this objective informed the preparation of Harrow's Local Plan policies on flood risk management.

Core Strategy Policy CS1 U undertakes to manage development to achieve an overall reduction in flood risk and increased resilience to flood events. Local Plan Policy DM 10 applies substantial weight to a target for mains water consumption of 105 litres per day and to the achievement of greenfield run-off rates before going on to set out design and layout criteria for major development proposals. These are addressed below.

Use appropriate sustainable drainage measures to control the rate and volume of surface water run-off

The applicant's drainage strategy states that "...the potential SUDS on the site will be developed and explored further at detailed design stage in order to maximise the benefit they can provide in terms of floor mitigation and water quality. It should also be noted that while it is proposed to incorporate SUDS on the site including systems (such as permeable paving, soft landscaping and sedum roofs) the benefit of such measures has not been taken into account in the storage calculations presented in this report". Thus, in the absence of submitted details and to meet the requirements of Local Plan and London Plan policies in this regard, it is considered that a detailed drainage strategy to secure sustainable drainage systems within the development is required, and that this may be secured as a condition of any planning permission.

London Plan Policy 5.15 requires development to minimise the use of mains water by incorporating water saving measures and designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day. As noted above, Local Plan Policy DM 10 also refers to this target. The new national optional standard is for an upper limit of 110 litres per person per day¹². No specific details for the efficient use of mains water have been submitted. It is therefore considered that a strategy for efficient water use should be required, as a condition of any planning permission and that the new national target should be applied when considering such a strategy.

Ensure separation of surface and foul water systems

In its consultation response Thames Water has advised that, where it is proposed to

¹² See requirement G2 of Building Regulations Approved Document G.

discharge into a combined public sewer, the on-site drainage should be separate and combined only at the final manhole nearest the boundary. It is considered that detail could be secured as a condition of any planning permission.

The applicant's drainage strategy confirms that a surface water storage tank (see below) would discharge by gravity to the existing public sewer in Sherwood Road. For foul water disposal, the strategy states that the location and method of connection to the public system would be agreed with Thames Water. In its consultation response on the application, Thames Water has advised that it has identified an inability of the existing waste water infrastructure to accommodate the demands of the proposed development and consequently requests a drainage strategy to address the identified capacity issue as a condition of any planning permission. In light of this evidence, such a condition is considered reasonable and necessary.

Make reasonable provision for the safe storage and passage of flood water in excessive events

The applicant's drainage strategy confirms that the proposal would incorporate a flow control device that would restrict discharge from the site for a 1 in 100 year storm event to 5 litres per second and that on-site attenuation storage of between 159 and 214 cubic metres is required. A drainage plan submitted with the application shows that a tank of appropriate capacity would be situated beneath part of the undercroft parking area/refuse store.

Demonstrate adequate arrangements for the management and maintenance of the measures used

Since details of the SUDS systems to be used in the development would need to be worked-up in the event that planning permission is forthcoming, the proposed arrangements for the future management and maintenance of those systems cannot be determined at this stage. Therefore it is considered necessary to also secure a management and maintenance plan as a condition of any planning permission.

Lifetime Neighbourhoods

London Plan Policy 7.1 requires development to: improve people's access to social and community infrastructure, shops, services, employment opportunities and public transport; contribute to healthy, active lives, social inclusion and cohesion, and people's sense of place, safety and security; and reinforce the character, legibility, permeability and accessibility of the neighbourhood. Local Plan Policy DM2 requires the location, design and layout of development, and any associated improvements to the public realm, transport and other infrastructure, to contribute to the creation of lifetime neighbourhoods.

The application site is within a reasonable walking distance of South Harrow district centre and would be well served by local bus routes using Northolt Road and by South Harrow Underground station. The applicant's Planning Statement confirms that all of the flats have been designed to comply with Lifetime Homes standards and that 13 flats (i.e. 10%) would be fully wheelchair accessible. To ensure that the Lifetime Homes and Wheelchair Homes design standard are indeed fully met, as required by London Plan Policy 3.8 B and Core Strategy Policy CS1 K, it is considered necessary to secure these as part of an inclusive access strategy to be required as a condition of any planning permission.

All of the stair and lift cores would continue down to the car park situated in the lower ground/undercroft part of the proposed development. The submitted drawing shows a total of 5 'blue badge' car parking spaces, however to comply with the requirements of the

wheelchair home standards parking spaces need to be provided at a ratio of 1:1 for all wheelchair homes and such spaces should be situated as close as possible to the stair/lift core relevant to the flat that the parking space is intended to serve. Therefore a minimum of 13 'blue badge' spaces would be required and details of the allocation of these spaces to the wheelchair homes should also be provided. It is considered that these details may be demonstrated as part of an inclusive access strategy for the site to be secured as a condition of any planning permission.

The podium amenity space would be accessed via the main entrance lobby of the development and, externally, via steps up from Sherwood Road (to the south) and the Sherwood Road/Stanley Road link road (to the west). Refuse would be stored in enclosures within the in the lower ground/undercroft part of the proposed development. To ensure that both the communal amenity space and refuse storage areas are fully accessible to wheelchair users it is considered that details of these should also be demonstrated as part of an inclusive access strategy for the site to be secured as a condition of any planning permission.

The Association of Chief Police Officers (ACPO) publication *New Homes* (2014) sets out up-to-date design and layout guidance for minimising opportunities for crime in new development. It should be demonstrated that the development would accord with 'Secured by Design' principles. It is considered that this requirement could be secured by condition of any planning permission.

Sustainability

The NPPF requires new development to comply with adopted local policies on decentralised energy supply and to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. London Plan Policy 5.2 applies the following hierarchy for the reduction of carbon dioxide emissions from new development: use less energy; supply energy more efficiently; and use renewable energy. The policy goes on to set out carbon dioxide reduction targets for residential and non-residential development, and requires detailed energy assessments to be submitted with applications for major development. The London Plan carbon dioxide reduction target for residential and non-domestic buildings during the period 2013-2016 is to achieve a 40% improvement on the 2010 Building Regulations (BR) (which equates to 35% above 2013 BR).

London Plan Policy 5.3 requires development proposals to meet the minimum standards outlined in the Mayor's SPG¹³ and sets out the principles for sustainable design and construction. Policy DM12 of Harrow's Local Plan document sets out Harrow's local requirements.

An Energy Statement has been submitted with the application. In relation to the London Plan energy hierarchy, this provides the following information:

Use less energy (be lean)

It is proposed to incorporate energy efficiency measures into the building fabric to reduce the energy demand of the development.

Supply energy more efficiently (be clean)

¹³ For the purposes of this assessment the more up-to-date consultation draft supplementary planning guidance *Sustainable Design and Construction* (2013) has been used.

It is proposed to install a gas fired 'micro' combined heat & power (CHP) system into the development.

Use renewable energy (be green)

Photovoltaic (PV) panels are proposed to generate electricity for the communal areas of the development.

The Energy Statement calculates the CO₂ reductions achieved by the above measures which, cumulatively, equate to 35.6%. This level of reduction would meet the 35% reduction above the 2013 Building Regulation target for domestic buildings for the period 2013-2016 as set out in London Plan Policy 5.2 B. The Policy (criterion E) goes on to reaffirm that CO₂ reductions should be met on site and that, where it is clearly demonstrated that the targets cannot be fully achieved on site, any shortfall may be provided off site or through cash in lieu contributions to other projects. The Energy Statement confirms that it is unlikely to be able to achieve a 20% reduction directly from renewable technology due the area of roof available to install photovoltaic panels.

In conclusion, whilst it is noted that the proposal is unlikely to be able to meet the CO₂ reduction through the use of renewable energy due to the constraints of the site, the overall energy strategy demonstrates that the proposal can meet the target reduction of 35% above the 2013 Building Regulations standard. The development would therefore broadly accord with development plan policies. To ensure compliance with these standards, a condition is attached requiring a post occupation assessment of energy ratings, demonstrating compliance with the submitted energy report.

The Energy Statement states that no cooling is deemed necessary for the development.

Air Quality and Ventilation

London Plan Policy 7.14 sets out the policy considerations in relation to the assessment of the air quality impacts of (and to) development. In this regard it should be noted that the whole of the Borough has been designated as an Air Quality Management Area (AQMA), due to exceedances of the annual mean objective levels for nitrogen oxide (NO₂) and particulates (PM₁₀).

An Air Quality Assessment has been submitted with the application. It concludes that for both the building and transport related emissions of the proposed development, the proposal can be considered to be better than 'air quality neutral'. In terms of dust emissions magnitude associated with the demolition and construction phase, the Assessment concludes that with mitigation measures the risk magnitude to sensitive receptors may be reduced from 'medium' to 'low'.

The Council's Environmental Health Officer has confirmed that he is satisfied with the Assessment and, informed by the Assessment, has advised that mitigation would be required for the proposed ground floor flats to ensure that ventilation is drawn from the Sherwood Road side of the development, and that a demolition and construction management plan (i.e. an air quality and dust management plan) would be required to ensure that the impact upon neighbouring occupiers is minimised. It is considered that such requirements are reasonable and necessary having regard to the provisions of London Plan Policy 7.14 and can be secured as conditions of any planning permission.

Contaminated Land

Paragraph 109 of the NPPF recognises that there is a role for the planning in the

remediation and mitigation of derelict and contaminated land. More specifically, the National Planning Practice Guidance advises that the planning system should ensure that a site is suitable for its new use and prevent unacceptable risk from pollution, and states that as a minimum land should not be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990. Reference is also made to the EU Water Framework Directive.

London Plan Policy 5.21 requires appropriate measures to be taken to ensure that the redevelopment of contaminated land does not activate or spread the contamination. Local Plan Policy DM 15 requires the consideration of proposals on land known or suspected to be contaminated to have regard to: the findings of a preliminary risk assessment; the compatibility of the intended use with the condition of the land; and the environmental sensitivity of the site.

The Council's Environmental Health Officer has recommended that an investigation and any necessary remediation be secured as a condition of any planning permission.

Noise

London Plan Policy 7.15 sets out criteria by which development proposals should manage noise. These can be summarised as avoiding adverse noise impacts on health and quality of life as a result of new development; mitigating and minimising potential adverse noise impacts upon new development; improving the acoustic environment; separating new noise sensitive development from major noise sources or, where separation is not possible, apply good acoustic design principles; and to promote new technologies/improved practices to reduce noise at source. This reflects the approach espoused at paragraph 123 of the NPPF and associated guidance. Local Plan Policy DM 1 requires a high standard of amenity taking into account, *inter alia*, noise, hours of operation, and vibration.

A noise survey was carried out on 22nd April 2015 and the results are published in the External Building Fabric Assessment submitted with the application. As might be expected, the results show that both average and minimum background noise levels are higher fronting Northolt Road and lower fronting Stanley Road and at the rear. To achieve appropriate internal noise levels the Assessment recommends:

- mechanical ventilation on the south-eastern elevation;
- certain specifications of glazing according to the sensitivity of different elevations within the development; and
- achievement of certain acoustic specifications for curtain walling.

The report concludes that “...*We do not consider that planning approval should be rejected on the basis of noise and can confirm internal noise levels can be effectively controlled by the specification of high specification acoustic double glazing on the noisiest facades*”. The Council's Environmental Health officer has confirmed that he is satisfied with this approach. It is considered that the specifications set out in the Assessment can be secured as a condition of any planning permission.

The impact of the external noise environment upon balconies on the noisiest facades is not specifically addressed in the Assessment. Mitigation may be achieved by the formation of 'winter gardens' as referred to at paragraph 2.3.26 of the SPG. It is considered necessary that mitigation of the balconies on the noisiest facades should also be investigated and, where appropriate, implemented. A further planning condition in this regard is therefore recommended.

The Assessment also makes recommendations in relation to noise emissions from any plant within the development. The Council's Environmental Health officer has requested specific conditions in relation to noise from any plant and machinery within the development to ensure full compliance with the aforementioned planning policies. Accordingly, additional conditions relating to plant and machinery are recommended.

Although not specifically dealt with in the applicant's Assessment, it is likely given the scale of the proposed development and the proximity of surrounding residential premises, particularly Rose Court, that the proposal would give rise to adverse noise and vibration impacts during the demolition and construction phase. Such impacts are inevitable with a development of this nature, however it is considered that opportunities to secure mitigation can be explored and, where appropriate, implemented as part of a demolition and construction management plan, that may be required by condition of any planning permission.

Environmental Impact Assessment (EIA)

The application has been screened under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (as amended) and it is considered that the development does not constitute Environmental Impact Assessment (EIA) Development as the development would have relatively low impact on the wider environment.

Statement of Community Involvement

The NPPF, Localism Act and the Council's Statement of Community Involvement encourage developers, in the case of major applications such as this to undertake public consultation exercise prior to submission of a formal application.

A Statement of Community Involvement is included in the applicant's Planning Statement. This documents the following engagement:

- pre-application discussions with the Council on 11th November 2014 and 19th January 2015;
- a presentation to the Council's Major Development Panel in March 2015;
- public exhibitions at the site on 16th & 17th April 2015;
- an exhibition for local ward members and Planning Committee members on 22nd April 2015;
- advertisement in the Harrow Times on 9th April 2015; and
- 350 leaflets hand delivered to local households.

A total of 25 people attended the exhibitions and three written responses were received. As a result of comments received the proposal was amended by alterations to the proposed podium amenity space; increased landscaping around the site; further consideration of the choice of materials; access improvements to the wheelchair homes.

The applicant has sought to encourage public consultation in respect the proposal in line with the guidance set out in the NPPF and the Localism Act.

Planning Obligations

The heads of terms of the section 106 agreement have been set out above. These are considered necessary to make the application acceptable, in accordance with policy 3.2 of The London Plan 2015 and policies CS1.Z/AA and CS2.Q of the Harrow Core Strategy

Equalities Impact

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy DM1 of the DMP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

The applicant has not specifically referred to the prevention of crime in the design proposal, other than that the proposal would be built to Secure by Design principles, but it is considered that the development design would not result in any specific concerns in this respect. The main entrances to each of the buildings would benefit from natural surveillance. The ground floor flats have been designed with defensible area to ensure security and privacy.

Nonetheless, it should be demonstrated that the development would accord with 'Secured by Design' principles. It is considered that this requirement could be secured by condition. Accordingly, and subject to a condition, it is considered that the proposed development would not increase crime risk or safety in the locality, thereby according with the policies stated above.

Consultation Responses

- Matters relating to parking have been addressed in the above appraisal. The parking standards would be in line with the London Plan requirements and an appropriate condition would be attached to ensure that no occupiers of this development would be eligible for a resident parking permit.
- Access points to the development have been looked at the highways authority which has confirmed that the access points would have no highway safety impact.
- Will regard to restrictions placed on washing hanging on balconies, this would be down to the management of the building by the owners. This is outside of the remit of planning policy.
- The height and scale of the building has been addressed in the appraisal above.
- Impact on privacy has been addressed in the appraisal above.
- Issue of density has been addressed in the appraisal above.
- In terms of other social issues arising from existing developments, these would be outside of the control of the planning legislation. The proposed scheme has been found to deliver a good mix of housing that meets current development plan policies.
- The proposed development would entail a comprehensive redevelopment of the site

which would include new services and utilities. Such aspects of the development would be covered under separate legislation outside of planning considerations.

- The issue of the loss of the business floorspace has been addressed in the appraisal above.
- Housing mix has been addressed in the appraisal above.
- The current state of the buildings is relatively poor. The comprehensive development of the site would bring forward a high quality development both in terms of its visual and amenity value and would aid in making better use of this site than its current form.

CONCLUSION

Whilst the proposed loss of B1 floorspace would be a departure from the development plan, having regard to the exceptional site circumstances and giving material weight to the extant prior approval to convert Eaton House into residential, it is considered that the overriding public benefits gained from a comprehensive redevelopment of the site in lieu of a piecemeal form of development that could come forward, would justify such a departure from the development plan.

Furthermore, the provision of on-site affordable housing of 50% would more than exceed the borough's minimum target of 40% and would further contribute to the overriding public benefits that would be gained through this development. Notwithstanding the site allocation and policy provision for this site, it is considered that the departure from the development plan can be supported in this case for the reason outlined in the appraisal above and as discussed in detail above the proposal would be in accordance with other relevant development plan policies.

The proposed redevelopment of the site would result in a modern, contemporary design that responds positively to the local context, and would provide appropriate living conditions which would be accessible for all future occupiers of the development.

The layout and orientation of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers and the development would contribute towards the strategic objectives of reducing the carbon emissions of the borough.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan (consolidated with all alterations since 2011) 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

CONDITIONS

General Conditions

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2 Unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the approved drawings.

REASON: For the avoidance of doubt and in the interests of proper planning, and to ensure that the development is carried out to a high standard of design, layout, privacy and amenity in accordance with Policy DM 1 of the Development Management Policies

Local Plan (2013).

3 Unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the appearance & architecture, fenestration and balcony treatment details specified in the approved Design and Access Statement and on the approved drawings, and shall be permanently retained as such thereafter.

REASON: To ensure that the development achieves a high standard of design in accordance with Policy DM 1 of the Development Management Policies Local Plan (2013).

PRE COMMENCEMENT (PRE-DEMOLITION)

4 No demolition shall take place until a scheme ('the first scheme') for identifying, managing and disposing of any potential contamination hazards found during demolition of the existing buildings and structures on the site has first been submitted to, and agreed in writing by, the local planning authority. No development other than demolition shall take place until a scheme ('the second scheme') for the management of contamination risk at the site has first been submitted to, and agreed in writing by, the local planning authority. The second scheme shall include the following:

- a) details of a site investigation to provide information for a detailed assessment of the risks to all receptors that may be affected, including those off site;
- b) the results of the site investigation and an options appraisal and remediation strategy giving full details of remediation measures and how they are to be undertaken; and
- c) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant leakages, maintenance and arrangements for contingency action.

The demolition shall be carried out in accordance with the first scheme so agreed. The development other than demolition shall be carried out in accordance with the second scheme so agreed.

REASON: To ensure that the development does not activate or spread potential contamination at the site and that the land is appropriately remediated for the approved uses, in accordance with Policy 5.21 of the London Plan (2015) and Policy DM 15 of the Development Management Policies Local Plan (2013). To ensure that measures are agreed and in place to identify and manage potential sources of contamination during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

5 No development shall take place, including any works of demolition, until a demolition and construction management plan has been submitted to, and approved in writing by, the local planning authority. The plan shall detail measures for the control and reduction noise and vibration associated with demolition, earthworks and construction. The development shall be carried out in accordance with the plan so agreed.

REASON: To ensure that measures are put in place to manage and reduce noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM1 of the Development Management Policies Local Plan (2013). To ensure that measures are agreed and in place to manage and reduce noise and vibration during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

6 No development shall take place, including any works of demolition, until construction & logistics and delivery & servicing plans have first been submitted to, and agreed in writing

by, the local planning authority. The plans shall include details of 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.

The demolition and construction of the development shall be carried out in accordance with the plans so agreed.

REASON: To ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2015) and Policy DM 44 of the Development Management Policies Local Plan (2013). To ensure that measures are agreed and in place to manage transport impacts during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

7 No development shall take place, including any works of demolition, until an Air Quality and Dust Management Plan has been submitted to, and approved in writing by, the local planning authority. The plan shall detail measures for the control and reduction of dust emissions associated with demolition, earthworks, construction and track out, and arrangements for monitoring air quality during construction. 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 dust emissions during demolition and construction and to safeguard the amenity of neighbouring occupiers, in accordance with Policy 7.14 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

PRE COMMENCEMENT (POST DEMOLITION)

8 No development shall take place, other than works of demolition, until works for the disposal, attenuation and storage of surface water have been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the works so agreed.

REASON: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that opportunities for sustainable drainage measures are exploited, in accordance with London Policies 5.11, 5.13 & 5.15 of the London Plan (2015) and Policy DM 10 of the Development Management Policies Local Plan (2013) To ensure that measures are agreed and built-in to the development to manage and reduce surface water run-off, this condition is a PRE-COMMENCEMENT condition.

9 No development shall take place, other than works of demolition, until a drainage system maintenance plan has been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out and thereafter be managed and maintained in accordance with the plan so agreed.

REASON: To ensure that the works for the disposal, attenuation and storage of surface water are maintained, in order to ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable drainage measures are fully operational over the lifetime of the development, in accordance with London Policies 5.11, 5.13 & 5.15 of the London Plan (2015) and Policy DM 10 of the Development Management Policies Local Plan (2013). To ensure that such measures that

are required to secure the future management and maintenance of the surface water drainage systems are agreed and built-in to the development, this condition is a PRE-COMMENCEMENT condition.

10 No development shall take place, other than works of demolition, until a strategy for the efficient use of mains water within the development has been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the strategy so agreed.

REASON: To ensure that the development contributes to the efficient use of mains water and contributes to the consumption target of 110 litres per person per day, in accordance with London Policy 5.15 of the London Plan (2015) and Policy DM 10 of Development Management Policies Local Plan (2013). To ensure that measures are agreed and built-in to the development to manage and reduce surface water run-off, this condition is a PRE-COMMENCEMENT condition.

11 No development shall take place, other than works of demolition, until a foul water drainage strategy, detailing any on and/or off site works that may be needed to dispose of foul water from the development and to safeguard the development from foul water flooding, has been submitted to and agreed in writing by the local planning authority. The development shall not be occupied until the foul water drainage strategy, including any on and/or off site works so agreed, has been implemented.

REASON: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, in accordance with Policy 5.14 of the London Plan (2015) and Harrow Core Strategy Policy CS1, to ensure separation of surface and foul water systems in accordance with Policy DM 10 of the Development Management Policies Local Plan (2013), and to ensure that the development would be resistant and resilient to foul water flooding in accordance with Policy DM 9 of the Development Management Policies Local Plan (2013). To ensure that measures are agreed and put in place to dispose of foul water arising from the development, this condition is a PRE-COMMENCEMENT condition.

PROGRESSION POINT

12 Before any building on the site reaches damp proof course level, details of the materials to be used in the external surfaces of the buildings have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of design in accordance with Policy DM1 of the Development Management Policies Local Plan (2013).

13 The development hereby approved shall not progress beyond damp proof course level until a scheme for the hard and soft landscaping of the development, to include details of the planting, hard surfacing materials, site levels, external lighting external cycle parking and provision of a local play area has been submitted to, and agreed in writing by, the local planning authority. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. The hard surfacing details shall include samples to show the texture and colour of the materials to be used and information about their sourcing/manufacturer. The lighting details shall include information about the levels of luminance and any measures for mitigating the effects of light pollution. The hard and soft landscaping details shall demonstrate how they would contribute to the amenity and

privacy of the proposed ground floor and lower ground flats of the neighbouring flats at Rose Court. The scheme shall also include details of the following: proposed finished levels, means of enclosure, vehicle and pedestrian access and circulation areas, minor artefacts and structures (such as play equipment, furniture, refuse storage, signs and lighting). The development shall be carried out in accordance with the scheme so agreed and shall be retained as such thereafter.

REASON: To ensure that the development makes appropriate provision for hard and soft landscaping in accordance with Policy DM22 of the Development Management Policies Local Plan (2013) and contributes to the privacy and amenity of the proposed ground floor and lower ground floor flats and of the neighbouring flats at Rose Court, in accordance with Policy DM 1 of the Development Management Policies Local Plan (2013).

14 The development hereby approved shall not progress beyond damp proof course level until a scheme for the on-going management and maintenance of the soft landscaping within the development, to include a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for a minimum period of 5 years for all landscape areas, and details of irrigation arrangements and planters, has been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the scheme so agreed and shall be retained as such thereafter.

REASON: To ensure that the development makes appropriate provision for hard and soft landscaping in accordance with Policy DM22 of the Development Management Policies Local Plan (2013).

15 The development hereby approved shall not progress beyond damp proof course level until proposals to enhance locally important habitats and to support locally important species, as identified in the Harrow Biodiversity Action Plan 2015-2020, within the site have been submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the proposals so agreed and shall be retained as such thereafter.

REASON: To ensure that the development makes appropriate provision for the enhancement of biodiversity, in accordance with Policy DM 21 of the Development Management Policies Local Plan (2013).

16 The development hereby approved shall not progress beyond damp proof course level until details of the arrangements for the storage of general waste and recycling materials from the development, and for the sustainable disposal of organic waste from the residential parts of the development, has first been submitted to and agreed in writing by the local planning authority. The details shall include proposals for ensuring that on-site waste and recycling storage capacity meets the needs of the development in terms of container provision and storage, and the arrangements to be put in place to ensure that the bins are provided ready for first occupation and that they are wheeled to the collection point for collection and returned to their storage areas after collection throughout the life of the development. The development shall be carried out in accordance with the details so agreed and arrangements shall be put in place prior to first occupation and thereafter maintained.

REASON: To ensure that the development contributes to the objectives of sustainable waste management in accordance with Harrow Core Strategy Policy CS1 X and to ensure that the development makes appropriate on-site provision for general waste, recycling and organic material collection in accordance with Policy DM 45 of the Development Management Policies Local Plan (2013).

17 The development hereby approved shall not progress beyond damp proof course level until a revised lower ground floor plan has been submitted to, and agreed in writing by, the local planning authority. The plan shall make provision for:

- a) increased storage space for general waste and recycling bins;
- b) a minimum of 13 'blue badge' holder car parking spaces;
- c) a minimum 190 long stay cycle parking spaces;
- a) a minimum 20% of car parking spaces to be installed with facilities for electric vehicle charging and a further 20% of car parking spaces to be installed with infrastructure for the future installation of electric vehicle charging facilities; and
- b) space for parking motorbikes/scooters at a ratio of 1 such space for every 20 car parking spaces.

The lower ground floor shall be constructed, laid out and thereafter retained in accordance with the plan so agreed.

REASON: To ensure that the development provides satisfactory storage volume to meet the general and recycling waste material arising from the development in accordance with Policy DM 45 of the Development Management Policies Local Plan (2013) and the Council's Code of Practice for the Storage and Collection of Refuse and Materials for Recycling; and to ensure that the development provides sufficient cycle, motorcycle and electric vehicle charging points in accordance with London Plan Policies 6.9 and 6.13 and Policy DM 42 of the Development Management Policies Local Plan (2013).

18 The development hereby approved shall not progress beyond damp proof course level until an inclusive access strategy has been submitted to, and agreed in writing by, the local planning authority. The strategy shall:

- a) demonstrate compliance with the Lifetime Home Standards design and layout criteria in respect of all homes within the development;
- b) demonstrate compliance with the Wheelchair Home Standards design and layout criteria in respect of a minimum of 13 homes within the development
- c) detail the allocation of 'blue badge' spaces to the 13 wheelchair homes within the development;
- d) demonstrate inclusive access to and within the podium amenity space;
- e) detail the design of all gradients, ramps and steps within communal areas of the development; and
- f) detail the arrangements for disabled residents' access to, and use of, waste and recycling facilities within the development.

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

REASON: To ensure that the development contributes to the achievement of a lifetime neighbourhood and that all homes comply with the Lifetime Homes Standards and that a minimum of ten per cent comply with the Wheelchair Homes Standards, in accordance with Policies 3.8 and 7.1 of the London Plan, Core Strategy Policy CS1 and Policy DM 2 of the Development Management Policies Local Plan (2013).

19 The development hereby approved shall not progress beyond damp proof course level proposals for the mitigation required to achieve satisfactory noise levels to the private balcony areas of the flats fronting Northolt Road have first been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the proposals so agreed, and shall be retained as such thereafter.

REASON: To ensure that potential adverse noise impacts to residential premises within the development are mitigated in accordance with Policy 7.15 of the London Plan, and to ensure a high standard of amenity for future occupiers in accordance with Policy DM1 of the Development Management Policies Local Plan (2013).

PRE-OCCUPATION

20 The residential premises hereby approved shall not be occupied until: (i) an audio-visual access control system has been installed; or (ii) such alternative security measures have been installed that shall first have been submitted to, and agreed in writing by, the local planning authority.

REASON: To ensure that the development achieves a high standard of residential quality for future occupiers of the development in accordance with Policy 3.5 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

21 The development hereby approved shall not be occupied until privacy screens between adjoining balconies/roof terraces, and to the outer flank side of the balconies to proposed flats 17, 31, 46, 61, 76 and 91, have been installed in accordance with details that shall first have been submitted to, and agreed in writing by, the local planning authority. The development shall be retained as such thereafter.

REASON: To ensure that the development achieves a high standard of privacy and amenity for future occupiers of this development and for the occupiers of neighbouring flats at Rose Court, in accordance with Policy 7.6 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

22 The development hereby approved shall not be occupied until the measures for the accosting insulation and ventilation of the flats detailed in the External Building Fabric Assessment submitted with the application have been implemented in full.

REASON: To ensure that potential adverse noise impacts to residential premises within the development are mitigated in accordance with Policy 7.15 of the London Plan, and to ensure a high standard of amenity for future occupiers in accordance with Policy DM1 of the Development Management Policies Local Plan (2013)

23 Before the development hereby permitted is occupied, arrangements shall be agreed in writing with the local planning authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within the Controlled Parking Zone.

REASON: To ensure that the scheme adequately addresses parking pressures locally and sustainability requirements of policy DM42 of the Development Management Policies Local Plan (2013).

24 Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the first occupation of each relevant phase a post construction assessment shall be undertaken for each phase demonstrating compliance with the approved Energy Statement (April 2015 – Ref:15-038-ES-01-0); which thereafter shall be submitted to the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with the National Planning Policy Framework 2012, policies 5.2.B/C/D/E of The London Plan (2015) and policy DM12 of the Development Management Policies Local Plan (2013).

ON-GOING

25 Any telecommunications apparatus, extraction plant, air conditioning units and other plant or equipment that is required to be installed on the site shall be carried out in accordance with details which shall first have been submitted to, and agreed in writing by, the local planning authority, and shall be permanently retained as such thereafter. The details shall include siting, appearance, any arrangements for minimising the visual impact and the noise output (if any).

REASON: To encourage communal provision of satellite and digital television receiving equipment in accordance with Policy DM49 of the Development Management Policies Local Plan (2013), and to ensure that installations on the exterior of the buildings do not detract from the amenities of neighbouring occupiers and/or future occupiers of the development in accordance with Policy DM1 of the Development Management Policies Local Plan (2013), and to ensure that potential adverse noise impacts are mitigated in accordance with Policy 7.15 of the London Plan, and to ensure a high standard of amenity in accordance with Policy DM1 of the Development Management Policies Local Plan (2013).

26 All planting, seeding or turfing comprised in the approved scheme 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 5 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 ensure that the development makes appropriate provision for soft landscaping in accordance with Policy DM22 of the Development Management Policies Local Plan (2013).

27 The residential premises hereby approved shall each be provided with a storage space in accordance with standard 4.7.1 of the Mayor of London's Housing SPG (2012) unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of residential quality for future occupiers of the development in accordance with Policy 3.5 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

28 The refuse and recycling bins shall be stored at all times, other than on collection days, within the designated refuse storage areas as shown on the approved plans.

REASON: To ensure that the development would not adversely affect safety on the transport network, by safeguarding the proper functioning of the loading bay for all servicing needs of the development, in accordance with Policy 6.3 of the London Plan (2015), and to ensure a high standard of residential quality in accordance with Policy DM 45 of the Development Management Policies Local Plan (2013).

29 Notwithstanding the provisions of Part 16 (Communications) to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking and replacing that Order with or without modification, no development that would otherwise be permitted by that part of the Order (or the equivalent provisions of any replacement Order) shall be carried out without planning permission having first been obtained by the local planning authority.

REASON: To ensure that the development preserves the highest standards of architecture and materials in accordance with Policies 7.6 and 7.7 of the London Plan (2015) and Policy DM1 of the Local Plan (2013).

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (consolidated with alterations since 2011) 2015

Policies 2.13, 3.3, 3.4, 3.5, 3.6, 3.8, 3.11, 3.12, 5.1, 5.2, 5.3, 5.7, 5.11, 5.12, 5.13, 5.18, 6.3, 6.9, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.13, 7.14, 7.15, 7.18.

The Harrow Core Strategy (2012)

Core Policies CS1

Development Management Policies Local Plan (2013)

Policies DM 1, DM 2, DM 9, DM 10, DM 12, DM 14, DM 15, DM 21, DM 22, DM 24, DM 27, DM 28, DM 31, DM 32, DM 42, DM 43, DM 44, DM 45, DM 47, DM 49

Supplementary Planning Document – Residential Design Guide (2010)

Supplementary Planning Document – Accessible Homes (2010)

Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008).

Housing: Supplementary Planning Guidance (2012)

2 CONSIDERATE CONTRACTOR CODE OF PRACTICE

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

3 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 CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

4 COMPLIANCE WITH PLANNING CONDITIONS

IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

5 INFORMATIVE:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website.

6 INFORMATIVE:

Notwithstanding the note on your submitted plan(s), this decision has been made on the basis of measurements scaled from the plan(s), unless a dimensioned measurement overrides it.

Plan Nos: To be advised.

TOWNSEND HOUSE, 160-174 NORTHOLT ROAD, HARROW





Appeal Decision

Site visit made on 23 October 2007

by **Michael R Moffoot** DipTP MRTPI
DipMgt MCI

an Inspector appointed by the Secretary of State
for Communities and Local Government

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

☎ 0117 372 6372
email: enquiries@pins.gsi.gov.uk

Decision date:
16 November 2007

Appeal Ref: APP/ M5450/ A/ 07/ 2050599

Townsend House, 160 Northolt Road, South Harrow, Middlesex HA2 0PG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr M Patel against the decision of the Council of the London Borough of Harrow.
- The application Ref. P/1283/07/CFU, dated 27 April 2007, was refused by a notice dated 31 May 2007.
- The development proposed is change of use of part ground floor from office (B1) to retail (A1) and minor alterations in relation to same.

Decision

1. I dismiss the appeal.

Procedural Matter

2. There is no issue between the Council and appellant regarding the proposed alterations to the building, and I see no reason to disagree. Accordingly, I shall confine my detailed considerations to the proposed change of use.

Main Issue

3. The main issue in this case is whether the loss of the appeal site for Class B1 use would cause unacceptable harm to the supply of employment floorspace in the Borough.

Reasons

4. The property lies within a defined Business Use Area in the adopted *Harrow Unitary Development Plan* (UDP), where Policies SEM1 and EM13 safeguard land and buildings for employment purposes and resist their loss from B1 business uses. The appellant advises that the building has been vacant and marketed since August 2006 as either one property or on a floor-by-floor basis. The marketing exercise has included a widely-distributed brochure, local and national press advertising, a specialist website and sale banners on the building. This has culminated in 4 viewings but no sale or let.
5. Given the nature of the proposal and, in particular, the claimed paucity of demand for the property, I would expect the appellant to have maintained a detailed portfolio of evidence of the marketing exercise. However, no clear evidence has been provided to demonstrate the duration or frequency of press and other advertising, and only two advertisements accompany the appeal papers. Mailing lists have not been supplied or any compelling evidence

- provided to indicate the number of sales particulars issued, whilst evidence regarding the level of interest in the property, viewings and enquiries received is rather vague. The asking price for the building has not been evinced or any indication given as to whether it has been reduced.
6. Critically, I do not consider the period of the marketing exercise to be sufficiently long to fully test demand for the property, with only some 9 months elapsing between the property going on the market and submission of the planning application the subject of this appeal. I agree with the Council that a 2-year vacancy period would be more realistic to gauge interest.
 7. It may be the case that demand for office accommodation tends to focus on Central rather than South Harrow, that the market is presently over-supplied, and hence take-up rather slow. However, Recommendation 3b of the Council's *Employment Land Study (2006)* advises that existing office uses should be protected unless their quality and/or location do not meet current and projected future demands and requirement for office space in Harrow. I have seen no convincing evidence to demonstrate this, especially in respect of future demand.
 8. The appeal site would no doubt lend itself to retail use, generating some income and utilising a relatively small amount of vacant floorspace. I also acknowledge that the retail use may be reversible, so a B1 use could be reinstated in the future. However, accepting such arguments and allowing the appeal would severely compromise the Council's employment land strategy and the objectives of the UDP policies I have referred to. Moreover, I am not persuaded that interest in the office accommodation in the rest of the building would materialise were the appeal to succeed.
 9. Reference has been made to the conversion or redevelopment of nearby office sites to residential use. However, I have not been made aware of the full and detailed circumstances which led to these developments being granted. In any event, whatever the planning history of these sites they do not set a precedent for the scheme before me, since each proposal must be determined on its own merits.
 10. For these reasons, I conclude that the loss of the appeal site for Class B1 use would cause unacceptable harm to the supply of employment floorspace within the Borough, contrary to the objectives of Policies SEM1 and EM13 of the UDP.

Michael R. Moffoot

Inspector

ITEM NO. 1/02

ADDRESS: THE KODAK SITE (LAND BOUNDED BY HARROW VIEW AND HEADSTONE DRIVE), HEADSTONE DRIVE WEALDSTONE

REFERENCE: P/2165/15

DESCRIPTION: OUTLINE PLANNING APPLICATION (ALL MATTERS RESERVED) FOR A COMPREHENSIVE, PHASED, MIXED USE DEVELOPMENT OF LAND AT HARROW VIEW AND HEADSTONE DRIVE (KNOWN AS HARROW VIEW EAST), AS SET OUT IN THE DEVELOPMENT SPECIFICATION (JUNE 2015). THE DEVELOPMENT COMPRISES THE DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES (WITH THE EXCEPTION OF THE CHIMNEY AND PART OF POWERHOUSE) AND REDEVELOPMENT OF THE SITE FOR A MIX OF USES COMPRISING BUSINESS AND EMPLOYMENT USES (WITHIN USE CLASSES B1(A), B1(B), B1(C), B2 AND B8) (UP TO 32,360 SQM); RESIDENTIAL DWELLINGS (WITHIN USE CLASS C3) (UP TO 1800 UNITS); SENIOR LIVING ACCOMMODATION AND ASSISTED LIVING CARE HOME (BOTH WITHIN USE CLASS C2) (UP TO 10,230 SQM); FOODSTORE (WITHIN USE CLASS A1) (UP TO 2,000SQM); FLEXIBLE ACTIVE USES (WITHIN USE CLASSES A1-A5, B1A AND D1) (UP TO 2,000 SQM); LEISURE AND COMMUNITY USES INCLUDING COMMERCIAL LEISURE USES (USE CLASS D2); COMMUNITY USES (USE CLASS D1), HEALTH CENTRE (USE CLASS D1); A PRIMARY SCHOOL (USE CLASS D1) (TOTAL D1/D2 USES UP TO 9,730SQM); ENERGY CENTRE (SUI GENERIS USE)(UP TO 600SQM) (INCLUDING AN INTERIM ENERGY CENTRE IN PHASE C (UP TO 200SQM); TOGETHER WITH NEW STREETS AND OTHER MEANS OF ACCESS AND CIRCULATION; HIGHWAY IMPROVEMENTS; ASSOCIATED PARKING (INCLUDING A MULTI-STOREY CAR PARK (SUI GENERIS USE)(UP TO 8,900SQM)); RE-PROFILING OF SITE LEVELS; UTILITIES DIVERSIONS AND CONNECTIONS; OPEN SPACE; LANDSCAPING AND ANCILLARY DEVELOPMENT INCLUDING INFRASTRUCTURE, WORKS AND FACILITIES.

WARD: MARLBOROUGH

APPLICANT: LS HARROW PROPERTIES LTD

AGENT: CBRE

CASE OFFICER: SUSHILA BHANDARI

EXPIRY DATE: 25/09/2015

EXECUTIVE SUMMARY

The subject site is located within the Heart of Harrow which encompasses the two towns

centres of Harrow and Wealdstone, Station Road corridor linking the two centres, and the industrial land and open spaces surrounding Wealdstone, including the Kodak site, Headstone Manor and the Harrow Leisure Centre. Following the 2015 consolidation of the alterations to the London Plan since 2011, the designation of Heart of Harrow has been changed from that of an Intensification Area to an Opportunity Area. This new designation offers significant opportunity for urban renewal and regeneration providing a stimulus to regenerate Wealdstone and rejuvenate Harrow town centre. The Opportunity Area designation is expected to, through higher density residential and mixed-use development on key strategic sites to contribute to the delivery of 3,000 jobs and a minimum of 2,800 new homes within the Area. Pursuant to the delivery of the spatial strategy for London, Policy 2.13 *Opportunity Areas and Intensification Areas* of the London Plan requires proposals to:

- *support the strategic policy direction for the Area;*
- *optimise residential and non-residential output and provide necessary infrastructure;*
- *contribute to meeting (or exceeding where appropriate) the Area's employment and housing outputs;*
- *promote inclusive access including cycling and walking; and*
- *support wider regeneration.*

In June 2014, the GLA produced a prospectus on Housing Zones which was informed by the then draft Mayors London Housing Strategy (LHS) (which was formally adopted in October 2014). These Housing Zones would help boost housing supply in London in recognition of the projected population growth anticipated during the plan period. In all there would be a total of 20 Housing Zone over the a ten year period which would help deliver 50,000 new homes as part of the Mayor's efforts to double house building in London, including supporting 250,000 Londoners into low cost home ownership, through part rent, part pay, over the next decade. Priority will be given to bids that deliver significant amounts of intermediate and low cost market housing to buy. The Government and the GLA are jointly committing funding of £400m (in form of repayment investment, flexible funding and grant) for the 20 Housing Zones to help realise this vision. The consolidated London Plan 2015 sets out under policy 8.1B that the Mayor will work with the Government on implementing initiatives to realise the potential of large development areas through these Housing Zones.

Bids from London Authorities were invited in September 2014. In February 2015, the Mayor announced London's first 9 Housing Zones, of which the London Borough of Harrow was a successful bidder.

Following the Council's successful bid to the GLA, the entire Heart of Harrow Opportunity Area is designated as a Housing Zone, which will help unlock the potential to deliver more than 5,000 new homes over the next ten years. Housing Zones are designed to work flexibly depending on the local circumstances, however all new developments would need to be built to high quality standards and in compliance with all relevant policies contained within the development plan, including conformity to the London Housing Design Guide.

In particular, proposals will need to demonstrate how new homes will come forward in a master planned approach, delivering strong communities through urban design and achieving coherent neighbourhoods.

Land Securities is one of the Council's delivery partners and with the support of the GLA seeks to unlock and accelerate significant housing delivery within the Heart of Harrow

RECOMMENDATION A

GRANT permission subject to referral to the GLA under Stage 2 of The Town and Country Planning (Mayor of London) Order 2008 and subject to authority being delegated to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- i. **Affordable housing** – Provision of affordable housing at an agreed position of :
Phase A – 21.5%
Phase B – 22.5%
Phase C – Minimum of 20% and subject to review
Phase D – as per Phase C
- ii. **Community Centre Land** – transfer of land to the Council or its nominee as identified on the plans for the provision community facilities.
- iii. **Economic Development** – a contribution of £249,540.00 to fund the implementation of the Economic Development Strategy to bring forward initiatives to support business and inward investment in the employment area.
- iv. **Employment Training** – a contribution of £474,126.00 to implement the jobs and training plan, including a job and training plan in writing setting out the measures to facilitate the provision of training and employment opportunities for residents from within the Council’s administrative area.
- v. **Highways Access** – a contribution of £146,397.00 towards improvements to Pinner View and the access route to Headstone Manor.
- vi. **Highways Bus Countdown, Bus Stop and Bus Service** – a total contribution of £425,636.00 towards the cost of providing bus countdown facilities at bus stops, upgrading any bus stops and towards the provision of additional frequency on the existing service.
- vii. **Highways Cecil Road** – a contribution of £124,770.00 towards improvements to the Cecil Road and Ellen Webb Drive junction.
- viii. **Highways CPZ Implementation** – a contribution of £92,300.00 towards the introduction of the CPZ or other general parking controls in the CPZ in order to mitigate the negative impacts of the development on parking in those areas.
- ix. **Highways CPZ Monitoring** – a contribution of £14,200.00 to cover the Council’s cost of monitoring the impacts of each Phase of the development on the parking capacity in the CPZ Area and preparing any required CPZ report.
- x. **Highways Cycle Quietway Route** – a contribution of £50,000 towards the delivery of the proposed Quietway along Harrow View to cater for increased cycle trips from the development.
- xi. **Highways High Street Junction Improvements** – a contribution of £150,000.00 towards junction improvement to the High Street and Ellen Web Drive junction.
- xii. **Highways Works** – a contribution of £831,800.00 to improve traffic flows on the highways to the south of the Land including (but not limited to) redesigning the Goodwill junction and other traffic calming measures on nearby roads including an advance sum of £50,000 to undertake the initial design.
- xiii. **Highways Wayfinding Signage** – a contribution of £24,954.00 towards the cost of providing legible London wayfinding signs along Headstone Drive, Ellen Webb Drive and Harrow View.
- xiv. **Highways Underpass** – a contribution of £124,770.00 towards the cost of

improvements to the railway bridge underpass between the development site and the Town Centre.

- xv. **Planning Administration Fee** – a contribution of £50,000.00 to cover the Council's cost of monitoring the obligations in the section 106 agreement and the conditions in the Planning Permission.
- xvi. **Primary School Land** – a transfer of land or any equivalent financial contribution of £880,000.00 towards the provision of primary school facilities required as a result of the development.
- xvii. **Public Art** – a strategy for the provision of at least one item of public art within each phase and a total contribution of £400,000.00 (paid by phase basis) towards the implementation of a Public Art Strategy by the Owners including carrying out all design competitions, professional fees and ancillary cost.
- xviii. **Travel Plan and Remedial Sum** – provision of a Travel Plan in writing setting out the measures to be adopted by the owner to secure the use of sustainable forms of transport and a contribution of £83,180.00 as security for the due performance by the owner of the objectives, measures and targets in the Travel Plan.
- xix. **Town Centre** – a contribution of £280,000 towards the management of initiatives for the Town Centre.
- xx. **Legal Fees** - payment of Harrow Council's reasonable costs in the preparation of the legal agreement

REASON

This application follows on from an extant outline permission (all matters reserved) under ref: P/3405/11 for a comprehensive mixed use re-development of the Kodak factory site and the land of the former Kodak Sports Grounds.

This new application is also in outline form with all matters reserved for the comprehensive phased mix-use redevelopment of approximately 16.65 hectares of land bounded by Harrow View and Headstone Drive in Wealdstone, comprising the existing Kodak manufacturing facility and cleared land only.

The overall uses proposed under this new application would broadly remain the same as that proposed under the extant permission save that certain quantum have changed. This current scheme seeks to bring forward an intensified residential scheme following the re-designation of the Heart of Harrow (Harrow and Wealdstone Intensification Area) as an Opportunity Area (London Plan 2015) and as one of the Mayor's Housing Zones. The proposal would see the capacity of the site to deliver up to 1,800 new homes within the Opportunity Area and would in turn significantly contribute towards the borough wide housing target. The extant permission sought to provide up to 985 new homes, of which 314 units would be delivered on the land of the former Kodak Sports Grounds (Phase 1B). The detailed reserved matters relating to Phase 1b is being considered separately under application P/2982/15.

In this new application there would be a slight reduction in the overall employment floor space from the maximum of 35,975sqm approved in the extant permission to 32,360sqm. However, the reduction would be outside the consolidated Strategic Industrial Land (SIL) located to the north and east of the factory site. The overall employment floor space within the SIL would remain the same as the extant permission. The extant permission included student accommodation of up to 220 units. This current scheme does not include any student accommodation.

The amount of use class C2 floor space comprising assisted living care home and senior

living has increased from 9,300sqm (extant permission) to 10,230sqm.

The amount of flexible active uses has increased from 1,000sqm to 2,000sqm and includes uses that fall under use classes B1(a) and D1. However the amount of floor space for the food store has reduced from 4,000sqm to 2,000sqm.

The amount of leisure and community uses (use classes D1/D2) has also increased from 8,830sqm to 9,730sqm.

The extant permission already establishes the principle of a comprehensive phased mixed development of the overall Kodak site following the consolidation of the SIL in response to the existing trend in industrial decline. Since the grant of the extant permission P/3405/11, the Harrow Unitary Development Plan (2004) has been replaced with Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013. The London Plan has also been consolidated with all the alteration since 2011 in 2015.

The subject site is identified as a development opportunity site in the AAP and falls within the Wealdstone West sub area Site 2 (Kodak and Zoom Leisure). The site allocates a minimum output of 1,230 jobs and 985 new homes to be achieved through a comprehensive mixed use led redevelopment of the site.

At the time of considering application P/3405/11 substantial weight was afforded to the now adopted local plans which were at an advanced stage of development at the time. There have been no significant changes in the local development plan policies which would impact upon the established principle of development. The re-designation of the Intensification Area as an Opportunity Area within the London Plan 2015 would further reinforce the development site capacity of delivering an intensified form of development though achieving higher residential density to supplement the Harrow's Core Strategy vision to deliver an employment led redevelopment of the Kodak site with the aspirations for long terms growth and vitality.

The comprehensive appraisal below, including consideration of the Environmental Information submitted with the application, concludes that on balance, and subject to appropriate controls and contributions towards new infrastructure that will acceptably mitigate the impact arising, the proposal should be supported. Because of its content and scale, the application will need to be considered by the Mayor of London. A S.106 planning legal agreement will also be required to be completed prior to a formal decision being issued.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan (consolidated with all alterations since 2011)2015, the Harrow Core Strategy 2012, the Harrow and Wealdstone Area Action Plan 2013 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

RECOMMENDATION B

That if by 30th November 2015 or such other extended period as may be agreed in writing by the Chair of the Planning Committee, the Section 106 Agreement is not

completed, then it is recommended to delegate the decision to **REFUSE** planning permission to the Divisional Director of Regeneration and Planning on the grounds that:

The proposed development, in the absence of a Legal Agreement to provide affordable housing to meet the Council's housing needs, and appropriate provision for infrastructure that directly relate to the development, would fail to adequately mitigate the impact of the development on the wider area and provide for necessary social and physical infrastructural improvements arising directly from the development, contrary to the NPPF (2012), policies 2.17 3.11, 3.13, 3.18 and 6.3 of The London Plan (consolidated with alterations since 2011) (2015), policies CS1 and CS2 of the Harrow Core Strategy (2012), and policies AAP13 and AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

INFORMATION

The application is reported to the Planning Committee because the number of residential units and the non-residential floorspace proposed falls outside of the thresholds set out by categories 1(b) and 1(d) of the Council's Scheme of Delegation for the determination of new development.

Statutory Return Type: Largescale Major Development

Council Interest: None

Gross Floorspace: TBC

Net additional Floorspace: TBC

GLA Community Infrastructure Levy (CIL) Contribution (provisional):TBC

Harrow CIL: TBC

Site Description

Harrow View West

- The application site is located centrally in the Borough, has a total area of 16.65 hectares and comprises the Kodak industrial site (inclusive of operational and vacant areas) and adjacent highway land on Harrow View and Headstone Drive.
- The northernmost and easternmost part of the Kodak industrial site and a small section of land located on the southwest corner of the site is designated as a Strategic Industrial Location (SIL) in the Harrow and Wealdstone AAP and the Harrow Local Area Map. The area of land outside of the SIL comprises vacant/cleared site areas, as well as operational buildings of up to 57 metres in height and associated plant.
- The site lies within the wider Harrow and Wealdstone Opportunity Area, as defined in the London Plan and in terms of area is the largest strategic site in this designation. In addition, the falls within the Wealdstone West sub area Site 2 (Kodak and Zoom Leisure). The site allocates a minimum output of 1,230 jobs and 985 new homes to be achieved through a comprehensive mixed use led redevelopment of the site.
- The operational land is occupied by a range of industrial, logistical and administrative office buildings. There is also a variety of associated plant and machinery on the site, including the main powerhouse chimney, which is the tallest structure on the site.
- On the eastern edge of the site, adjacent to the railway line and to the north of the Waverley Industrial estate, is the underground bunker element of a former Air Ministry citadel building, which is locally listed.
- The site slopes up from south to north, with maximum levels difference of approximately 6.2 metres. There is a drop in levels from the site down to Harrow View of between 1 and 1.5 metres.

- The site benefits from two existing vehicle accesses, one from Harrow View and the principle access from Headstone Drive, adjacent to Kodak's existing Reception Building.
- The site contains a number of protected trees, including a row of Limes adjacent to the western boundary of the site with Harrow View.

Local Highway and Transport Network

- The western boundary of the site abuts Harrow View (A4008), which carries traffic from the north towards Harrow Town Centre.
- The southern boundary of the site abuts Headstone Drive (A4090), which carries traffic between North Harrow and Wealdstone.
- Approximately 400 metres to the east of the site is Station Road (A409), which runs north-south and forms the central 'spine' road within the Borough and the Opportunity Area.
- The H14 bus runs north-south along Harrow View, between Hatch End and Harrow Town Centre, and then on to Northwick Park Hospital.
- The H9 and H10 buses run east-west along Headstone Drive in circular routes, the H9 linking up Harrow Town Centre with Northwick Park Hospital and Kenton, whilst the H10 links up Harrow Town Centre with South Harrow and Rayners Lane.
- Harrow and Wealdstone Station is located approximately 400 metres to the south east of the site and is served by London Underground, London Overground and National Rail services, as well as additional bus services running along Station Road.
- Headstone Lane station is located approximately 600 metres to the north west and is served by London Overground services.

Description of Immediate Locality

- To the east of the application site are industrial and business developments within the Waverley Industrial Estate, the West Coast mainline railway and the Crown Court, with Wealdstone District Centre and residential areas beyond.
- To the south are suburban residential areas, comprising predominantly two storey semi-detached and terraced housing along with taller flatted developments, with Harrow Metropolitan Centre some 1.4km away.
- To the west are suburban residential areas comprising predominantly single and two storey semi-detached and terraced housing, as well as taller flatted developments fronting Harrow View.
- Headstone Manor Recreation Ground is located to the west of the former Kodak Sports Grounds, which is designated Metropolitan Open Land and is occupied by Headstone Manor, a Grade I listed moated building with Grade II listed outbuildings. The Manor is used as a heritage and cultural centre. The Manor complex is also a designated Scheduled Ancient Monument.
- To the north of the site on Pinner Park Gardens and the northeast section of Harrow View are suburban residential developments comprising predominantly of two storey semi-detached housing/ buildings.

Proposal Details

Form of Application

This application is submitted in outline with all matters reserved and proposes a comprehensive, phased, mixed use development of the site. The outline planning application (OPA) seeks approval for:

Use – the types of use or uses proposed for the development and any distinct development zones within the site identified;

Amount – the amount of development proposed for each use, in the form of floorspace or number of residential units;

Layout – an indicative layout showing the approximate location of buildings, routes and open spaces in the proposed development;

Scale – the upper and lower limit for the heights of buildings, building set backs and number of storeys; and

Access – the locations where access points to the development would be situated, along with primary and secondary routes within the development.

As such, details of the layout, scale, access, appearance and landscaping of the development, other than those outlined above and set by the **Parameter Plans**, **Development Specification** and **Design Guidelines**, are not under consideration at this stage and would be considered under future reserved matters applications. The above documents would provide a framework for these subsequent details to be prepared.

Buildings to be Demolished

The proposed development would entail the demolition of the majority of the existing buildings on the site with the exception of the Kodak reception building (to be retained and refurbished), the chimney and part of the powerhouse (to be retained as a landmark feature) and the former Air Ministry bunker.

Overall Amount of Development Proposed

The table below sets out the development floorspace applied for under each use class, which would be the maximum amount that could be provided across the development under the OPA:

Use Class	Total Amount	Types of Use
Business and employment (B1/B2/B8)	32,360sqm	Offices, light industrial, logistics, business incubation and start-up space
Residential institutions (C2)	10,230sqm	5,500sqm care home, 4,730sqm senior living accommodation
Retail (A1/A2/A3/A4/A5/B1(a)/D1)	4,000sqm	2,000sqm foodstore, 2,000sqm A1-A5/ B1(a)/D1 units
Non-residential institutions and assembly and leisure (D1/D2)	9,730sqm	1,060sqm leisure facility, 2,820sqm health centre, 1,570sqm community centre, 550sqm community centre/café, 3,630sqm primary school
Energy centre	600sqm	Energy centre
Residential (C3)	1,800 units	Houses and flats
Multi-Storey Car Park (Sui Generis)	8,900sqm	Multi-storey car park

The Parameter Plans also seek a minimum of 27,750sqm of permanent public open

space within the development, in the form of a green link along with smaller areas of open space within the Development Zones in the form of play areas and amenity greenspace.

Phasing

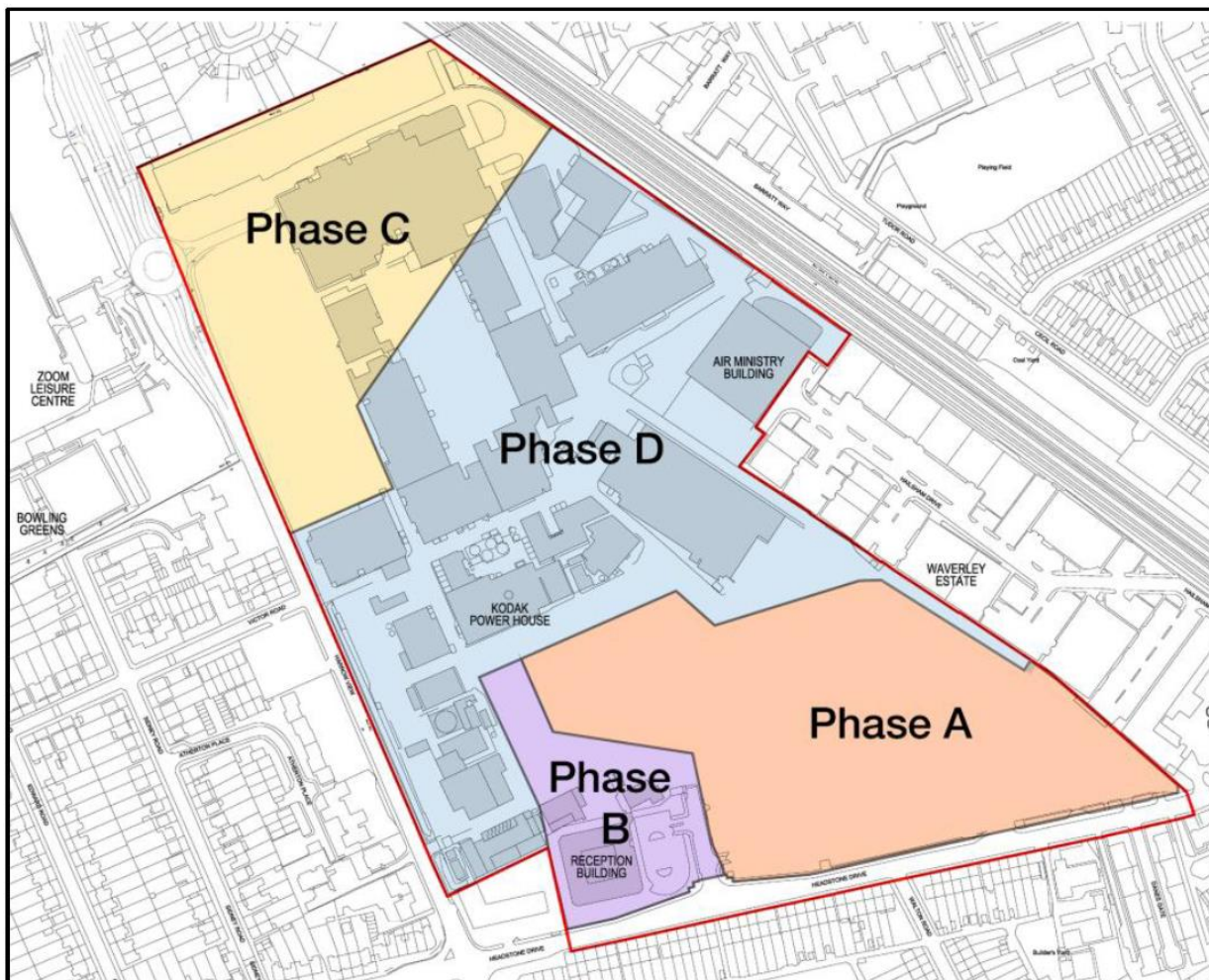
The development would come forward on a phased basis, which is expected to take up to 10 years. There would be 4 phases of development (set out on the plan below):

Phase A: This would be built out on the southern cleared part of the Harrow View East site, adjacent to Headstone Drive and the Waverley Industrial Estate.

Phase B: This would be adjacent to phase A and currently comprises the Kodak Reception Building and parking areas.

Phase C: This is the area in the centre of the Harrow View East site, which currently houses Kodak operations.

Phase D: This is the northern part of the Harrow View East site, which currently comprises some of Kodak's existing operations and some cleared land.



Development Zones

Each of the development zones are broken down to development plots, however the submitted Parameter Plans set out the maximum floorspace limits for each type of use.

Development Zone A

- School (D1) – max 3,360sqm
- Residential (C3) – max 650 homes

- Care Home (C2) – max 5,500sqm
- Healthcare (D1) – max 2,820sqm
- Foodstore (A1) – max 2,000sqm
- Flexible Active Uses (A1-A5, B1a, D1) – min 500sqm/ max 2,000sqm
- Energy Centre (Sui Generis) – max 300sqm
- Green Link – min 12,800sqm
- The buildings would range in height from 4 storeys to 12 storeys, whereby the tallest element would be up to 40 metres in height max.

Development Zone B

- Employment (B1, B2) – max 8,720sqm
- Residential (C3) – max 60 homes
- Green Link – min 1,450sqm
- The buildings would range in height from 5 storeys to 8 storeys, whereby the tallest element would be up to 30 metres in height max.

Development Zone C

- Employment (B1, B2, B8) – max 10,240sqm
- Residential (C3) – max 800 homes
- Senior Living (C2) – max 4,730sqm
- Community Centre (D1, D2) – max 550sqm
- Multi-storey Car Park (sui generis) – max 8,900sqm
- Energy Centre (sui generis) – max 300sqm
- Green Link – min 9,800sqm
- The buildings would range in height from 2 storeys to 10 storeys, whereby the tallest element would be up to 36 metres in height max.

Development Zone D

- Employment (B1, B2, B8) – max 13,400sqm
- Residential (C3) – max 290 homes
- Community Centre (D1) – max 1,570sqm
- Leisure (D2) – max 1,160sqm
- Energy Centre (temporary) – max 200sqm
- Green Link – 3,700sqm.
- The buildings would range in height from 2 storeys to 10 storeys, whereby the tallest element would be up to 36 metres in height max.
- This zone would also include the retained powerhouse and chimney.

Access and Routes

- The application proposes to utilise the existing access points to the site to provide access to the main Primary Route, which includes the approved roundabout on Harrow View and exiting main access to Kodak on Headstone Drive.
- The Parameter Plans set a number of secondary routes that provide access to the development zones within the scheme.

Revisions to Previous Application

Following the previous decision (P/3405/11) the following amendments have been made:

- The changes to this application in terms of the quantum of uses have been set out under the reason to grant section above.

Relevant History

P/1795/09

Change of use of vacant site for temporary open air market with 100 stalls including ancillary food sales and parking for 200 cars

Granted – 17/12/2009

P/2117/10

Variation of condition 5 attached to planning permission P/1795/09 dated 17/12/2009 to be changed from market on Fridays to market on Tuesdays

Granted – 14/12/2010

P/0813/11

Extension of time to planning permission P/1685/08CFU dated 20/06/2008 for 'highway works including 1) formation of roundabout 2) alterations to junctions to sports ground 3) temporary access to leisure facility 4) temporary contractors' compound 5) erection of brick piers and railings'

Granted – 21/06/2011

P/1294/11

Non-material amendments to conditions 2 and 5 attached to planning permission P/1685/08CFU dated 20/06/08 for 'highway works including 1) formation of roundabout 2) alterations to junctions to sports ground 3) temporary access to leisure facility 4) temporary contractors compound 5) erection of brick piers and railings'

Granted – 16/06/2011

P/3405/11

Outline planning application for a comprehensive, phased, mixed use development of land at Harrow View and Headstone Drive, as set out in the Development Specification (March 2012). The development comprises the demolition of existing buildings and structures (with the exception of the chimney and part of powerhouse) and redevelopment of the site for a mix of uses comprising business and employment uses (within Use Classes B1(a), B1(b), B1(c), B2 and B8 - up to 35,975sqm); residential dwellings (within Use Class C3 - up to 985 units); student accommodation (Sui Generis use - up to 220 units); senior living accommodation (within Use Class C2); assisted living care home (within Use Class C2) (total C2 uses up to 9,300sqm); retail and restaurant uses (within Use Classes A1, A2, A3, A4 and A5 - up to 5,000sqm); commercial leisure uses (Use Class D2); community uses (Use Class D1); health centre (Use Class D1); a primary school (Use Class D1) (total D1/D2 uses up to 8,830sqm); energy centre (Sui Generis use - up to 4,500sqm); together with new streets and other means of access and circulation; highway improvements; associated parking; re-profiling of site levels; utilities diversions and connections; open space; landscaping and ancillary development including infrastructure, works and facilities.

Granted - 21/12/2012

P/0873/14

Minor material amendment to the outline planning permission P/3405/11 for the comprehensive, phased, mixed use development of land at Harrow View and Headstone Drive. Relocate the primary school (up to 3,630sqm) from development zone P to development zone A (in Phase 1) and to relocate the leisure use (up to 1,155 sqm) and community centre (up to 1,562 sqm) from development zone A to development zone P (in phase 2). Interim energy centre to be located within Zone A to supply Phase 1.

Granted - 23/12/2014

P/0954/15

EIA scoping opinion for proposed phased redevelopment of site for mixed use (residential, business, employment, commercial, leisure, community and school uses)
Opinion Provided - 14/04/2015

P/1590/15

Discharge of section 106 obligation dated 21.12.2012 relating to economic development strategy for all phases
Approved - 09/04/2015

P/2182/15

Modification to section 106 planning agreement relating to planning permission P/3405/11 dated 21 December 2012 as varied by a deed of variation dated 22 December 2014 to define and split the obligations between the East Land (Harrow View East) and West Land (Harrow View West)
Under Consideration

Pre-Application Discussion (Ref.)

- Prior to the submission of the outline application (P/3405/11) there was an extensive period of engagement with Council Officers and Land Securities. A formal Memorandum of Understanding (MoU) was signed between both parties. This MoU set out the vision for the future of the site and facilitates cooperation between the parties. Pursuant to this MoU, Land Securities entered into a Planning Performance Agreement (PPA) with the Council and Transport for London.
- In September 2014, Land Securities (LS) was approached by the Local Planning Authority (LPA) to see if they would be interested in working with the LPA to submit a Housing Zone Bid for the Harrow View East (HVE) Site. In late 2014, LS entered into a formal Planning Performance Agreement (PPA) to bring forward a new Masterplan for the HVE Site with the aspirations of bringing forward an intensified scheme. The scheme that is before the LPA has been brought forward following in-depth discussions and preparations between both parties, which included presenting the scheme to the Council's Major Development Panel and Public Stakeholder Consultation.

Applicant Submission Documents

Formal Outline Planning Application (OPA) Documents

These documents set the development limitations and parameters for future reserved matters applications.

Site Location Plan – The red line plan that denotes the site boundary.

Parameter Plans

- Development Zones and Land Uses – HVE(00)AP101
- Development Plots and Deviation – HVE(00)AP102
- Access and Circulation – HVE(00)AP103
- Development Heights – HVE(00)AP104 REV A

Application Plans

- Planning Application Area – HVE(00)AP001
- Existing Site Layout – HVE(00)AP002
- Existing Site Levels – HVE(00)AP003
- Buildings Demolition & Retention – HVE(00)AP004

Design Guidelines – Sets out detailed design guidance for future phases on matters such as massing and scale, frontage, access, orientation, amenity, architectural character and materials.

Development Specification– Sets out the total quantum of each land use and the quantum on a zone by zone basis. This document also fixes certain other characteristics of the development, including internal routes, frontages and which phase each zone falls into.

Supporting Documentation

Illustrative Plans

- Illustrative Use Plan/ Ground Floor – HVE(00)AP301
- Illustrative Use Plan/ Typical Upper Floor –HVE(00)AP302
- Illustrative Landscape Plan – HVE(00)AP303
- Existing Buildings and Proposed Maximum Height Overly Plan – HVE(00)AP304

Planning Statement– Explains the form and content of the scheme and application, sets out relevant planning policy and appraises the proposal, whilst cross-referencing other supporting documents.

Design and Access Statement – Provides a narrative as to the vision, objectives, design principles and key design elements of the scheme, including masterplanning and site layout, open space, character areas and landscaping.

Town Centre Uses Assessment – Provides an assessment of the retail elements of the proposals, in relation to the principle of these uses and their likely impact on nearby shopping centres.

Flood Risk Assessment and Drainage Strategy – Provides an assessment of potential sources of flooding and the associated flood risks to both the application site and neighbouring areas.

Affordable Housing Statement – Provides information relating to overall scheme viability and the provision of affordable housing.

Energy Statement – Sets out the strategy for energy generation and energy saving measures to be incorporated into the development.

Daylight and Sunlight Report – Provides an initial assessment of the impact the proposed development would have on daylight and sunlight to neighbouring properties and within the development itself.

Transport Assessment (including Travel Plan) – Provides an assessment of local highway conditions and deals with the likely impact of the proposed development, recommending mitigation measures in terms of highway improvements, recommended parking standards and measures to encourage sustainable transport modes.

Heritage Statement – Outlines the likely impact on the heritage assets on, and within the vicinity of, the application site.

Tree Survey and Arboricultural Report – Sets out the impact the proposed development would have on trees, as well as any appropriate mitigation measures.

Remediation Strategy – Provides an assessment of land contamination on the site and sets out a strategy for remediation during the course of the development.

Sustainability Statement – Appraises the current policy position in relation to energy, water, resource conservation, waste management, biodiversity and pollution control, as well as reviewing project specific targets to address these policies.

Statement of Community Involvement – Describes the schedule and outcomes of the community pre-application consultation that has taken place.

Foul Sewerage and Utilities Assessment – sets out the utility load requirement for the development.

Environmental Impact Assessment (EIA)

The development falls within the thresholds set out in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the EIA Regs), whereby an EIA is required for the purposes of assessing the likely significant environmental effects of the development. A Scoping Opinion was issued by the Council on the 14th April 2015, commenting on the approach and methodology for assessing the impact of the following environmental topics:

- Transport;
- Air quality;
- Noise and vibration;
- Ground conditions;
- Water Environment;
- Biodiversity;
- Landscape and Visual Assessment;
- Socio-economic;
- Archaeology and cultural heritage;
- Waste; and
- Daylight.

An Environmental Statement (ES) has been submitted as a supporting document to the application, which includes environmental information under the above topics. Officers are satisfied that this represents the environmental information for the purposes of Regulation 3 of the EIA Regs and detailed consideration of this information is undertaken in the below appraisal sections.

Consultations

National Planning Casework Unit

No comment to make on this application.

Greater London Authority Stage 1 Response

London Plan policies on Opportunity Areas, employment, mixed use development, housing, social infrastructure, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms, the application does not yet fully comply with the London Plan for the reasons set out below:

Opportunity Area: The proposed residential intensification of the mixed use masterplan is strongly supported in accordance with London Plan policies 2.13 and 3.3.

Employment: The proposal would maintain the established area of SIL employment land at the site. This is supported. GLA officers nevertheless seek further discussion with respect to development specification detail in relation to plot C2 to ensure accordance with London Plan Policy 2.17.

Mixed use development: The proposed provision and distribution of uses across the masterplan will contribute to the vibrancy of the public realm and is supported in strategic planning terms.

Housing: The proposed residential intensification is strongly supported in accordance with London Plan policies 2.13 and 3.3. In accordance with London Plan Policy 3.12, and

following the findings of an independent scheme viability review, GLA officers expect the maximum reasonable amount of affordable housing to be secured across the masterplan.

Social infrastructure: The proposed health centre, school, community space, care home and senior living accommodation provision is supported in line with London Plan Policy 3.7.

Urban design: The proposed masterplan revision has been generally very well considered, and is broadly supported in accordance with London Plan Policy 7.1. GLA officers nevertheless seek further discussion with respect to the response of the masterplan to Harrow View.

Inclusive access: The proposed response to access and inclusion is broadly supported in accordance with London Plan Policy 7.2. GLA officers nevertheless seek further discussion with respect to the principles for shared surface design.

Sustainable development: The proposed energy strategy and climate change adaptation measures are broadly supported in accordance with London Plan policies 5.10, 5.11, 5.13 and 7.19.

Transport: The proposal is broadly acceptable in strategic transport terms, however, the applicant should ensure that the issues raised with respect to trip generation and highway assessment; public transport; car parking; cycling and walking; travel planning; delivery and servicing; and, construction logistics plan are addressed to ensure accordance with London Plan policies 6.3, 6.9, 6.13 and 6.14.

The resolution of the above issues could lead to the application becoming compliant with the London Plan.

Environment Agency

No objection – but would like to highlight the following advice and information:

Car Parks and Site Drainage – run-off to surface water drains must be clean and uncontaminated to avoid pollution to surface water or groundwater. Contaminated run-off and run-off from covered car parks should flow to the foul sewer if available subject to the approval of your sewerage company. In the case of run-off from covered car parks, this is due to the high concentration of contaminants without rainwater to dilute it. If run-off is drained to ground or to a surface watercourse it should be passed either through a suitable drainage system or through a standard oil separator.

Groundwater and Contaminated Land – we recommend that you require reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document and CLR11 (Model Procedure for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage system should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to mitigate to groundwater and cause pollution.

London Underground

No objection

Thames Water

No objection subject to imposition of appropriate conditions

Historic England – Archaeology

The archaeological position should be reserved by attaching a condition to any consent granted under this application.

Historic England – Historic Building

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation officer.

Natural England

No objection – the proposal is unlikely to affect any statutorily protected sites or landscapes.

Transport for London (14th July 2015)

Trip generation – TFL considers that a comparison of the consented scheme and the proposed scheme would be more appropriate. TFL is concerned that the residential trip rate formulated in the TA significantly underrepresents potential trips generated by the site. TFL requests that additional sites be reviewed to ensure that a robust reflection of the potential impact on the highway and public transport networks is captured. Overall, additional work on the proposed trip generation for this development is required before TFL can consider the application to comply with the relevant section of London Plan policies 6.1 and 6.3.

Junction assessment/ traffic impact – TFL is satisfied that given it's location over 5kn from the nearest TLRN, the proposal is unlikely to have an adverse impact on the TLRN. However, Station Road forms part of the SRN and several bus routes operate in close proximity to the site which could be impacted. TFL notes that the proposed s.106 Heads of Terms set out in the TA include a contribution of £1m for 'works to improve flows on local highways affected by the scheme'. TFL requests that where appropriate, a proportion of these funds be directed towards mitigating any adverse impact on bus services as well as general traffic flow in the area.

Public transport – TFL has concerns that the trip generations presented in the TA underplays the impact on public transport services. Until this has been agreed TFL cannot comment on whether the proposed £450,000 bus service capacity contribution will be sufficient to mitigate impact on the network. The proposed contributions for the countdown and bus stop improvements are welcomed.

Car parking – TFL would prefer that total number of parking spaces to be capped at the previous level. TFL requests a more constrained approach to car parking is taken given the impact of this and the cumulative schemes coming forward within the Harrow Housing Zone, on the highway network. TFL recommends that consideration is given to car club space(s) as an alternative to dedicated parking spaces, particularly for the higher density flatted units where the public transport access is the highest. A car park management plan should also be secured and include detailed breakdown of car parking by land use, and phase, and details of how parking will be managed.

Cycling – the TA does not make it clear that the aforementioned minimum standards will be met and for some land uses the provision falls significantly short. The applicant needs to confirm that minimum standards set out in the London Plan will be met. TFL considers that a financial contribution towards delivery of the proposed Quietway along Harrow View would be appropriate to both cater for increased cycle trips from the development.

Pedestrian environment – pedestrian environment review system (PERS) audit is welcomed. The s.106 funding towards upgrades of the pedestrian environment is welcomed.

Travel planning – TFL agrees that the use of the existing Framework Travel Plan prepared and agreed for the 2012 permission is acceptable. The final travel plan should however be reviewed using the ATTrBuTE tools and, when agreed be secured, monitored, enforced, reviewed and funded through the s.106 agreement.

Delivery and servicing – it is essential to have an understanding of the potential impact of delivery and servicing movements from each land use. This should be clarified and included in a delivery and servicing plan (DSP) which should be secured by condition and prepared in accordance with TFL guidance.

Construction logistic plan – TFL expects a full CLP to be secured by condition and approved by the Council prior to commencement. This should be prepared in accordance with TFL's guidance.

Military Aviation Authority – TFL recommends that given the height of the proposed buildings that the Military Aviation Authority is consulted on this application.

Mayoral CIL – the proposed development is in the London Borough of Harrow where the charging rate is £35 per square metre of floorspace.

In summary, there are a number of detailed points that need to be addressed to allow TFL to fully assess the impact of the proposals, including but not limited to:

- Issues regarding the trip generation need to be addressed
- Additional information on the total number of car parking spaces and how they will be managed is needed.
- Confirmation that the minimum London Plan cycle parking standards will be met is required.

Transport for London (email received 18th August 2015)

1. The contributions are still required and are sufficient as they stand to deliver works. The full amounts are needed as clearly you can't deliver half a bus stop upgrade or half a new peak hour vehicle, for example. So the contributions would need to come forward in usable chunks.
2. I suggest that £62K for bus stop upgrades and countdown needs to come forward first, these works should be completed prior to occupation in order provide attractive transport infrastructure to the first occupants and encourage PT use. Ideally the trigger for this should be upon first commencement of the development. However, I get the impression from your email that the s106 is under pressure, therefore a trigger say 12 months prior to anticipated first occupation could be acceptable.
3. Bus service capacity enhancements would not be required until a later phase and will be trigger by a certain quantum of development, I am waiting to hear back from

collages on precise triggers but normally require bus service capacity contributions over three years to 'pump-prime' the service..

Transport for London (email received 24th August 2015)

Bus Network Development who have advised that in fact as the H14 bus service already operates at maximum capacity towards Harrow in the AM peak and ex Harrow in the PM peak, that if this development generates ANY additional peak trips that the capacity contribution will be needed at that point i.e. the first contribution will be needed ~6 / 12 months prior to first occupation to allow for additional capacity to be put in place.

To put this context the development is only served by one bus linking it to Harrow TC (H14) and one bus linking it to Harrow and Wealdstone station (the H9 anticlockwise and H10 clockwise). The H14 service is already under a lot of pressure in the peaks - TfL added capacity last September and will be doing so again this Autumn to cater for the existing growth in demand. Therefore any additional unmitigated peak hour trips would be unacceptable to TfL, placing an adverse impact on existing users of the service.

So in effect the majority of bus related contributions will need to be front loaded and paid prior to occupation.

Transport for London (email received 4th September 2015)

On car parking we are minded to agree that the levels of parking proposed are acceptable subject to clauses in the s106 requiring:

- The provision of a site wide car park management plan including a clause requiring transfer of the plan to any new owners/developers of various plots as they are sold off, in a similar way to a site wide travel plan would be carried over to future owners.
- Requirement to provide space for and investigate feasibility of car club space(s) on site. These should be accessible to general public. The Highways Authority has explained that car club has not taken off in Harrow but this development could be a good opportunity to introduce it. Eventually provision of a car club is a commercial one taken by the car club provider but the developer should be made to at least enter in to discussions with an operator the investigate feasibility. It is likely to be an option for the higher density flatted units with 0.5 parking spaces per unit. I would also expect the travel plan measures to include funding for car club membership for new occupiers for a period of time to encourage uptake.

On traffic impact assessment:

- The Highways Authority has provided a lot of useful background including that the £1m s106 contribution towards 'works to improve flows on local highways affected by the scheme' is in fact almost entirely allocated towards a long planned junction improvement scheme, largely to improve pedestrian provision at the headstone Drive /Harrow View junction. This appears to be fine in principle as the Highways Authority have obviously spent a lot of time on this and there is a lot of assessment behind it.

Transport for London (email received 4th September 2015)

The traffic modelling is still, in TfL's view, unsatisfactory. However, having regard to your timescales and the fact that the site is some distance from the TLRN I do not think it is necessary on this occasion for further modelling / assessment to be undertaken prior to Committee. Instead, I would like to request that a clause is attached to the planning obligation relating to the £1.5m for highway works requiring that any further traffic impact assessment undertaken as part of the detailed design (for any highway improvement scheme) is done in accordance with TfL guidelines and signed off by TfL given that the

site is in close proximity to the SRN and the potential impact on TfL bus services.

London Borough of Brent

No objection.

Sport England

The site is not considered to form of, or constitute a playing field as defined in The Town and Country Planning (Development Management Procedure)(England) Order 2010, therefore Sport England has considered this a non-statutory consultation.

The development will be required to provide a Community Infrastructure Levy (CIL) contribution. This contribution should be used to deliver the infrastructure identified in the Harrow Infrastructure Delivery Plan and LB Harrow CIL Infrastructure Report. The CIL Infrastructure Report is dated 2012 and assumes that certain sports and leisure infrastructure would be delivered through s106 rather than CIL.

The LPA and Council will need to think carefully about how the sporting needs arising from this development will be met and how they can be delivered. Regard should be had to the CIL Infrastructure Report and the adopted Harrow Outdoor Sports Strategy 2012. It is unclear whether CIL monies generated as part of this development will be used to fund those sport and leisure items that would have otherwise been funded via s106 contributions attached to the previous permission (P/3405/11).

An existing s106 agreement exists, pursuant to the previous permission (P/3405/11) which includes a significant package of investment/ provision for former sporting facilities made necessary by the development. This current application would in part supersede that permission. The current application is for only part of the overall site to which the previous permission relates and as such, consideration will also need to be given to whether the previous permission (P/3405/11) is capable of being implemented if this current application is implemented or whether that would render permission P/3405/11 unimplementable in which case a new application would be required to be submitted for the site termed 'Harrow View West'.

Sport England would be keen to gain clarity from the LPA on the above and its view on whether permission P/3405/11 would still be capable of implementation. It is considered that this a matter for the local planning authority to clarify, rather than the applicant.

Highways Authority (response to TFL's first comments)

- We have agreed at meetings with the developer and their representatives that the TA would compare the original site in 2005 with the proposals,
- Comparative sites in TRICS do need to be representative, sites in Greater London would be better,
- The transport network models do need to be recalibrated, and some parity in the way the base and future years models are assessed also needs to be applied so the differences are easier to see,
- We would not wish to commit any of the £1 million of funds allocated to the junction improvement to other uses as suggested by TFL but we will consider making any wider network improvements for bus services suggested by TFL as a part of our wider transport delivery programme. This is because we have other funding streams that can be used for this. The S106 monies should be focussed on the junction improvement closest to the development which will be extremely expensive and has the greatest transport impact. If there are any surplus funds from the delivery of that

junction improvement then these could be used for that purpose,

- Any reduction on car parking space will place greater pressure to park on the surrounding network which is predominantly residential streets with a high level of parking already. It will be necessary to develop an effective parking management plan. There are funds for developing CPZ schemes to compensate for this in the s106 agreement,
- London Plan minimum standards for cycle parking and electric power points need to be complied with,
- Further information on servicing and delivery vehicle movements should be provided so they can be reviewed in more detail.

Environmental Health Team

In general the assessment of risks is satisfactory. Mitigation measures will be required for each issue, and as long as these are followed such risks should be adequately mitigated.

For air quality, assumptions have been made about the CHP and boiler plant. Comment is made that, if the energy plant does not conform to the parameters used, further modelling and/or mitigation may be required.

Also on air quality, the site is assessed as high risk for operational dust impacts. Therefore a dust management plan is required, integrated with a construction and environment management plan. This should include proposals for monitoring as well.

For contaminated land, the review is outline only, based on previous investigations and site walkover. It suggests the process to be followed for further investigations, preparation of remedial strategy and requirements for verification plans. Our usual conditions for contaminated land would cover this. As development will take place in stages, it will be important to keep track that our requirements are met for each stage. Would also recommend that when totally finished, an overall contaminated land summary document be required for the whole site.

For noise, the point is made that many properties will require mitigation by the provision of acoustically suitable double glazing, with passive trickle ventilation to meet Building Regulations ventilation requirements. However, would add the need to provide mechanical ventilation as well so that occupants do not need to open windows for further ventilation.

Drainage Authority

I can confirm that the submitted FRA is unsatisfactory and should not be approved. The proposed sw discharge levels are too high and a figure of 5 l/s/ha from impermeable areas should be used (not 7.3 l/s as suggested in the document) limiting discharge to 64 l/s in total (not to 121.7 l/s).

Also, proposals to discharge four drainage catchments into Headstone Drive should be reviewed (consulted and approved by both; TW and LLFA) as this public sewer is surcharging during heavy rainfall causing serious flooding in the area.

Please note that our three standard drainage conditions should also apply when approving the proposals.

Biodiversity Officer

Generally the Biodiversity section in the Environmental Statement (ES) is accurate and well researched. However it is a bit behind the times regarding the location of Sites of Importance for Nature Conservation (SINCs) in relation to the proposed development site, as the numbers and boundaries of SINCs have been revised under the Harrow Local Plan in 2013. In my opinion this is unlikely to have a significant impact on the conclusions and recommendations of the ES.

Regarding Mitigation and Enhancement (8.6): I look forward to gaining sight of the Construction Environmental Management Plan (CEMP) which will be produced and agreed by Harrow Council prior to site clearance and construction. I understand this document will specify all the requirements or actions necessary to mitigate potentially adverse impacts prior to and during construction. In the meantime I agree with the assumption that the potential impacts on ecological features will be chiefly restricted to trees and shrubs, and breeding birds. Section 8.6 of the ES also recognises the need to check the site for invasive species prior to development commencing. I am confident that if the mitigation and enhancement measures outlined in the ES so far (i.e. in the absence of the CEMP) then significant adverse impacts on breeding birds, trees and shrubs are likely to be avoided and colonisation of invasive species (such as Japanese knotweed) is unlikely to occur.

I am not sure the ES (Table 8.3) actually means 'Proposed enhancement to existing ecological features' as the site is to be largely cleared. The shaded headings row of the table also needs revising as it is wrongly referring to 'Presence/likely absence within areas impacted by the proposed development'. Nevertheless, generally I agree with the suggested enhancements. However, there should be bat roosting boxes incorporated into new buildings in appropriate positions. Additionally, brown roofs should be used in preference to Sedum roofs. The use of low fertility growing substrate means vegetation remains manageable. Moreover, brown roofs can help deliver a wasteland/brownfield type habitat which is a London and Harrow Biodiversity Action Plan habitat.

Finally I agree with Section 8.7 of the ES in that there is unlikely to be any significant adverse impacts on the nearby SINC's and the ecology (such as it is) of the existing site. Whereas biodiversity enhancements, including those suggested, do have the potential for a beneficial impact on the site's ecology.

Advertisement

Major Development and EIA Development

Posted: 18.06.2015

Expired: 14.07.2015

Site Notices:

Posted: 16.06.2015

Expired: 07.06.2015

Notifications

Sent: 8,253 letter sent: 16.06.2015

Replies: 18 letters of objections and 4 letters of support

Expiry: 07.07.2015

Addresses Consulted

Consultation letters were sent out to a wide number of addresses surrounding the site.

Summary of Responses

Objections

- Traffic and noise pollution – even without development traffic in area is bad
- Impact on parking in the area – in particular Courtney Avenue
- Impact on road by large construction traffic

- Impact on traffic in Headstone Drive
- Impact on bus services
- Resulting noise, fumes, smells and glare from headlights from the access points in Headstone Drive.
- A safer pelican crossing will definitely needed to protect pedestrians
- Anti-social behaviour
- Transform the area into an ugly, concrete jungle
- Blight the landscape with further development of housing, officers, shops etc.
- Harrow Council should be working on strategy to attract people to the area, make it an affluent, desirable area to live
- No provision for senior school – all senior schools are at capacity
- Not against the development but needs senior school provision
- Far too great density
- Too many flats
- Site needs to include far more car parking for residents in the context of housing in a suburban environment
- Transport assessment in relation to public transport is poor
- The facilities provided for local community should double
- Existing Kodak building should not be used as a benchmark to scale and height
- Maximum height should be keep to an appropriate height
- Consultation with the local community has been poor
- Concerned with noise during construction
- Dust pollution
- Is the existing wall along the northern boundary to remain
- Proposal to build so much housing on the site is a wasted opportunity – should be used to create a business park for Harrow
- Limited information on construction traffic
- Lack of transparency in the methodology used for trip calculations and junction capacity
- Better evidence needed on how the primary school will service the needs of double the number of homes.
- Impact on health services
- Impact on flooding
- School would be better placed on the West side near open space
- Inadequate pool facility in the area
- Will the open space for children be safe
- Some of development may lead to wind tunnels
- Where are cyclists riding to and from
- Extra demand on infrastructure
- School does not have sufficient space for sport facilities

Support

- The on-going generation could benefit from this very worthwhile planning application
- Much needed to the local community – it will revive the immediate local area
- Support proposal – but why is the chimney staying – it is an eyesore

APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with

the Plan unless material considerations indicate otherwise.'

The Government has issued the National Planning Policy Framework (NPPF), which consolidates national planning policy and is a material consideration in the determination of this application.

In this instance, the Development Plan comprises The London Plan 2015 and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of the Development and Strategic Industrial Land Consolidation

Provision of Out-of-Centre Retail Use

Standard of Design and Layout, Green Grid and Impact on Views

Residential Amenity and Noise

Traffic, Parking, Access, Servicing and Sustainable Transport

Housing Provision and Affordable Housing

Impact on Heritage Assets

Provision of Community Facilities, School and Healthcare

Sustainability and Climate Change Mitigation

Flood Risk and Drainage

Accessibility and Inclusivity

Ecology and Biodiversity

Land Contamination and Remediation

Air Quality

Trees and New Development

Equalities Impact

S17 Crime & Disorder Act

Statement of Community Involvement

S.106 Obligations and Infrastructure

Consultation Responses

Principle of the Development and Strategic Industrial Land Consolidation

Policy Context

The National Planning Policy Framework (NPPF) was published by the Government on March 27th 2012. The NPPF does not change the law in relation to planning (as the Localism Act 2012 does), but rather sets out the Government's planning policies for England and how these are expected to be applied. It remains the case that the Council is required to make decisions in accordance with the development plan for an area, unless other material considerations indicate otherwise (S.38(6) of the Planning Act). The development plan for Harrow comprises:

- The London Plan (consolidated with alterations since 2011) 2015
- The Local Development Framework [LDF] comprising:
 - o The Harrow Core Strategy 2012
 - o Development Management Policies Local Plan 2013
 - o Harrow and Wealdstone Area Action Plan 2013
 - o Site Allocations Local Plan 2013

The NPPF sets out policies and principles that local planning authorities should take into account, when both preparing local plans, and determining planning applications. The

policies within the NPPF are a material consideration that should be given significant weight.

At the heart of the NPPF is the presumption in favour of sustainable development. Under paragraph 7 it sets out three dimensions to sustainable development: economic, social and environmental. It goes on to state under paragraph 8 that these roles should not be taken in isolation as they are mutually dependant and thus to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life (Para. 9). In terms of decision taking set under paragraph 14 gives effect to

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted, for example (as set out under footnote 9) those policies relating to inter alia land designated as Green Belt or designated heritage assets.

Since the grant of the extant permission under ref: P/3405/11, the Harrow Unitary Development Plan (2004) has been replaced with Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

The Further Alterations to the London Plan were the subject of examination-in-public during 2014. In March 2015 the Mayor of London published an updated version of the Plan consolidated with the adopted further as well as previously adopted alterations.

The spatial strategy for London is set out at chapter 2 of the London Plan. It uses a number of strategic designations to identify areas for more accelerated levels of change, pursuant to the objective of accommodating London's objectively assessed development needs. Among the designations are 'Opportunity Areas' and 'Intensification Areas'. As part of the now adopted further alterations to the Plan, the strategic designation of Harrow & Wealdstone's has changed from that of an Intensification Area to an Opportunity Area, with an expectation that higher density residential and mixed-use development on key strategic sites will contribute to the delivery of 3,000 jobs and a minimum of 2,800 new homes within the Area. Pursuant to the delivery of the spatial strategy for London, Policy 2.13 *Opportunity Areas and Intensification Areas* of the London Plan requires proposals to:

- support the strategic policy direction for the Area;
- optimise residential and non-residential output and provide necessary infrastructure;
- contribute to meeting (or exceeding where appropriate) the Area's employment and housing outputs;
- promote inclusive access including cycling and walking; and
- support wider regeneration.

Harrow's spatial strategy for the plan period 2009-2026 is set-out in the Core Strategy (2012) and is predicated on a new, pro-active approach to growth management and place-making. The strategy focuses on the [now] opportunity area designation of central Harrow and Wealdstone to deliver growth through higher-density residential and mixed-use development, it being a location with high levels of public transport accessibility and where there is capacity to accommodate and benefit from major change. Pursuant to the spatial strategy, the Core Strategy incorporates an objective to create 3,000 jobs within the opportunity area and a policy commitment to deliver a minimum of 2,800 new homes on sites to be identified and allocated in an area action plan.

The Harrow and Wealdstone Area Action Plan (AAP) (2013) seeks to establish the opportunity area as the 'Heart of Harrow', reassert Harrow's visibility as the capital of Metro-land in London and to reaffirm Harrow town centre's role as a Metropolitan Centre. As required by the Core Strategy, the AAP identifies and allocates sites with a combined capacity of 3,684 new homes and estimates that there is potential to deliver over 3,000 jobs across the opportunity area.

Strategic Industrial Land Consolidation

Policy 2.17 of the London Plan seeks to resist development proposals in SIL's unless inter alia they are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework or borough development plan document and the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SME's) or new emerging industrial sectors. The London Plan designates the Wealdstone SIL as a Preferred Industrial Location (PIL) which is suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions utilities, wholesale markets and other industrial related activities.

Policy AAP14 of the AAP sets out the criteria of when proposals for the consolidation of the Wealdstone Strategic Industrial Location would be supported. Sub-paragraphs A(d) and (e) of policy AAP14 will support proposals where there is a comprehensive masterplan that accords with the site objectives and development parameters identified in Chapter 5 for Opportunity Site 2 and that the proposal demonstrates how it will achieve the AAP's defined objectives for the Wealdstone West sub area, and for the Heart of Harrow as a whole. This is further reinforced under policy AAP15 of AAP which seeks to support the business sector in Wealdstone and will support proposal for enabling mixed use development on allocated sites, where it can be demonstrated inter alia the retention, renewal or intensification of appropriate levels of business and industrial employment; limit the enabling use component of the scheme to that necessary to secure the delivery the type and quantum of employment floor space to be provided.

Appraisal

Under the extant permission, the entire Kodak site on the east of Harrow View was designated as Strategic Industrial Land (SIL). However, changing technology, a decline in traditional manufacturing activities and changes in the economic climate have resulted in Kodak consolidating their operational requirements on the site, leaving large parcels of the SIL vacant or under-utilised. The subject site is identified as a development opportunity site in the AAP and falls within the Wealdstone West sub area Site 2 (Kodak and Zoom Leisure). The site allocates a minimum output of 1,230 jobs and 985 new homes to be achieved through a comprehensive mixed use led redevelopment of the

site. The adoption of the LDF has redefined the boundary of the Kodak site and Waverley Estate SIL and the consolidated area of the Kodak site is located primarily to the northern and eastern sections of the site, and to the southwest corner of the site (fronting Headstone Drive).

As part of the extant permission (P/3405/11), the applicant had submitted an Employment Report, which identified that a substantial SME sector in the local economy, along with a market demand for associated workspace. This report included a variety of studies and separate analyses undertaken at the request of the GLA, as well as Council planning and economic development officers. It is acknowledged that the majority of SMEs employ 5 people or less, but comprise approximately 99% of all businesses in Harrow and are largely concentrated in knowledge based sectors, such as insurance, computing and accounting. These types of business would require class B1 type floorspace, which would not generally fall within the appropriate uses for a PIL, as defined in London Plan policy 2.17 and set out above. The Core Strategy and the AAP instead seek to steer such uses to Harrow Town Centre. However, Officers at the time of considering the extant permission acknowledged that there is a need to ensure flexibility in the delivery of the employment space on this particular site and it is acknowledged that it may be necessary, depending on the success of the early phases, to facilitate a move towards employment uses that are more akin to an Industrial Business Park (IBP) (i.e. research and development, light industrial, higher value industrial, small scale distribution and other uses that need better quality surroundings).

The extant permission comprised 32,351sqm of B class employment floorspace (including B1 office space) with the SIL. The amount of the different B class uses within the SIL was unrestricted. The extant permission also included 7,222sqm of B1 floorspace outside of the SIL. The proposed development seeks to provide an overall 32,360sqm of B class employment floorspace within the designated SIL area. Given that the level of employment floorspace proposed under this application would be same as that already approved under the extant permission, it is considered that the level of employment floorspace provision would be acceptable in regard to policy 2.17 of the London Plan.

The reduction of B class employment space of 7,222sqm in this current application is as a result of an increase in the residential floorspace within the non SIL designated land. Officers have no objections with regard to the reduction in employment floorspace outside of the SIL designation, as the proposal would include other forms of employment generating uses that would fall within the A and D classes. The supporting Environmental Statement provides an estimate of the likely number of jobs that could be generated by the development. This sets out that non-B class uses could generate between 300 and 455 jobs and B class uses could generate between 670 and 2,2175 jobs, the latter being dependant on the type of mix of B1, B2 and B8 being brought forward. The applicant has considered a number of scenarios coming forward for the B class uses, whereby the higher quantum of jobs being achieved with just B1 offices come forward, whereas the lower range being achieved through the provision of just B2 and B8 uses. The difference in range being reflective of the fact that B2 and B8 are most likely to be low rise and low density in comparison to B1 uses which can generate higher densities and can be delivered over several storeys. The applicant's Planning Statement sets out that the lowest mix of jobs is realistically unlikely to come forward as the northern most boundary of the SIL adjoins residential development and the Development Specification sets out that the most appropriate use within this area would be B1 floor space only.

Overall, it is considered that the level of jobs that the site could deliver exceeds the target set out in the AAP for this site and would significantly contribute towards job creation in the wider Opportunity Area.

Conclusion

In conclusion, it is considered that the proposal would have no detrimental impact upon the SIL designation and the proposal would broadly reflect the extant permission in terms of B class floor space re-provision. The enabling elements of the development located outside of the SIL would be located on previously developed land (Brownfield) and for the reasons outlined in the appraisal below would accord with the aspirations set out in the NPPA, the London Plan, Harrow's Core Strategy and the Harrow and Wealdstone AAP. Officers consider that any impact of the development within the site and upon the wider area can be satisfactorily be ameliorated through appropriate conditions and through section 106 monies.

Provision of Out-of-Centre Retail Use

Policy Context

Paragraph 24 of the NPPF states that 'local authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan'.

Paragraph 26 states that 'when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, which there is none Harrow, the default threshold is 2,500sqm)'.

The NPPF states that alternative sites should be assessed in terms of their availability, suitability and viability. It states that all the alternative sites must be tested having regard to the identified need and timescale within which it arises. All sites that have potential to be available within a reasonable period of time should be considered and the applicant should also explore the potential to overcome any obstacle to availability of more central sites with the LPA. The LPA should also have due regard to flexibility and whether sites are suitable to accommodate the need the proposal is intended to meet. It should also be demonstrated that there is a reasonable prospect that development will occur on the site.

Paragraph 27 of the NPPF goes on to state that 'where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused'. This is reinforced by London Plan policy 4.7 which requires an impact assessment to be carried out for any edge or out of centre retail development.

The sequential approach is also re-iterated in London Plan policy 4.7 and Core Strategy policy CS1, which directs proposals for convenience retail to Harrow Metropolitan Centre and Wealdstone District Centre.

Appraisal

The original outline permission granted for this site allowed for up to 5,000sqm gross of retail floorspace, including a food store of 4,000sqm gross and 1,000sqm gross of other retail/food and drink floorspace (classes A1 to A5).

This new outline application reduces the food store floorspace to 2,000sqm gross but increases the amount of flexible floorspace (classes A1 to A5, B1(a) and D1) floorspace to 2,000sqm gross resulting in a total of 4,000sqm gross floorspace. B1(a) and D1 are included in the range of acceptable use classes within the 2,000sqm of flexible floorspace in recognition of their increasing role in successful retail centres, and to ensure that a viable mix of uses can be delivered to create a vibrant place.

The food stores size has been reduced due to changes in the retail market resulting in less demand for larger supermarkets from operators. The increase in flexible uses is designed to create a greater sense of place and to serve the increased demand for local services resulting from the development given the application seeks to deliver nearly 1,129 additional residential units above the 671 (Harrow View East side only) previously granted outline consent.

The site is considered an 'out of centre' location for town centre purposes, being some 400 metres from the nearest centre at Wealdstone. The applicant seeks to justify the inclusion of 4,000sqm of retail floorspace in this out of centre location by a place making and demand side argument in the applications supporting documents. The proposed foodstore would be located within the south eastern corner of the site and would be delivered in the first phase of development. The flexible uses floorspace would be delivered in Phase A. The AAP site allocation for this site was adopted post the original applications determination, and in line with this granted application allows for an element of retailing on the site (A1 – A5) plus D1 as supporting land uses, as part of a comprehensive development. This is in recognition of the significant place-making nature of this large development, and the demands it will create for local shops and services. Therefore based upon the adopted site allocation within the AAP and the principle of the quantum of retail floorspace of up to 5,000sqm accepted in the extant permission, the reduction to 4,000sqm is considered acceptable in terms of the quantum of floorspace to be delivered.

This application is in general accordance with the adopted AAPs site allocation for the site, but the applicants have undertaken a sequential test which is necessary due to the reduction in the size of the supermarket which potentially could fit on sites excluded in the sequential assessment submitted for the extant permission. There has been no sequential test conducted for the floorspace for the flexible uses, and this is dealt with in below. The sequential test has been conducted in accordance with the NPPF's hierarchy of retail preference which states that applications for main town centre uses should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered'. Again, whilst the principle of a higher amount of floorspace has been accepted by the extant permission, and reflected in the AAP Local Plan document, the applicants have submitted an impact assessment to quantify the impact of this floorspace on existing centres. This is considered necessary as whilst the site allocation allows retail as a supporting land use, the increase in flexible floorspace above that approved in the extant permission could have impacts upon these centres over and above what has been allowed for.

With regards to the delivery of the retail floorspace and the sequential test it is noted that they are intended to address a qualitative site specific need (to create a place), which was found acceptable in the extant permission.

It is accepted by the applicant that the site is out of centre, therefore the sequential test for the foodstore has looked at a range of sites within Wealdstone district centre and Harrow Metropolitan Centre and North Harrow district centre in line with NPPF guidance

and Area Action Plan Policy AAP 17. As part of the sequential assessment, the applicant has undertaken an assessment of 7 sites within these centres. This list of sites (set out below) has been agreed with officers and is informed by the adopted AAP and Site Allocations Local Plan documents (2013), alongside site visits.

The list of sites comprises a mixture of locations either within or on the edge of the centres, all of which are sequentially preferable locations to the application site. 1) Greenhill way car park, Harrow; 2) College Road West, Harrow; 3) Havelock Place, Harrow; 4) 19-51 College Road, Harrow; 5) Former public house, 19 High Street, Wealdstone; 6) Peel House multi storey car park, Wealdstone; 7) North Harrow Methodist Church, Pinner Road, North Harrow.

Officers accept that site 1, 4, 5, 6 and 7 are principally occupied by existing users and are therefore unavailable. Site 3 is also unlikely to be available or suitable for food store development. There is no evidence to suggest sites 2 will be available within a reasonable period of time. It is also accepted that sites 3, 4, 5 and 7 are too small and/or irregular in shape and cannot accommodate a large food store (particularly when other planning objectives are taken into account, such as maintaining views and the provision of new public space), and as a result are unsuitable for the proposed use. It is also accepted that on sites 1, 2 and 6 the provision of a foodstore would be contrary to the Council's aspirations for these sites (as expressed in the AAP site allocations), rendering them unsuitable. Similarly, officers agree that a number of these sites would also be unviable to develop for a retail foodstore, and thus concur with the applicant's Town Centre Uses Statement conclusion that the sequential test is passed, as there are no sequential preferable sites suitable and available.

It should be noted that the Site Allocations Local Plan document considered that a real opportunity for a food store existed on site 7, North Harrow Methodist Church, Pinner Road, North Harrow. The site is located on the edge of North Harrow district centre. However, it is still in active use as a Church, and given the irregular shape of the site it is acknowledged that the provision of a 2,000sqm retail foodstore on this site would be problematic, given the other outputs expected on the site (housing and the retention / reprovision of church / community floorspace). Therefore officers concur that it is not suitable and certainly not available for a food store at this time, and thus can be discounted.

As noted above a flexible permission is also sought for 2,000sqm of retail floorspace, allowing the uses to include shops (A1), financial and professional services (A2), restaurants and cafes (A3), public houses (A4) and hot food takeaways (A5) plus community floorspace (D1) and office (B1a).

With regards to the need for a sequential test of this flexible uses floorspace, the applicant's submission documents conclude that the need for this floorspace is site specific. This additional space is driven by a desire to create a sense of place in the development and animate part of the Green Link with active frontages, as well as to provide a range of services to support the proposed employment floorspace and significant uplift in residential population arising from the development. Given this uplift in residential population of nearly double that allowed for in the extant permission, the subsequent doubling of the flexible retail floorspace can be justified from a place making perspective, and thus officers would agree that a sequential assessment of sites in other centres should not be considered. The locating of these uses away from the development site would not provide the necessary services and shops that would be

necessary to serve the development.

However, there is still a need to consider of the acceptability of the quantum of floorspace proposed upon the impact on existing centres within the vicinity of the applicant site.

According to paragraph 26 of the NPPF, proposals for retail and town centre uses that are not located within an existing centre or in accordance with an up to date development plan must be accompanied by an impact assessment, if the development is over a proportionate, locally set floorspace threshold (2,500sqm in Harrow). This should include assessment of:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made.

For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

With regard to the retail foodstore of 2,000sqm, the extant permission allows for a foodstore of 4,000sqm gross. This is therefore a 50% reduction in size and therefore, given that the extant permission found that the impacts of this larger store were generally considered acceptable, a smaller store with less comparison goods would have less of an impact. It is therefore noted that a larger store could still be built under the existing permission and the impact of the new permission will be less than that already considered acceptable.

However, it is noted from the extant permission that the granted foodstore was expected to divert food and grocery shopping trips from Wealdstone District Centre totalling £0.47 million and these trips could have been combined with other non-food and non-retail related trips, i.e. linked-purpose trips. Given the current retail offer in Wealdstone, most of this trade diversion would be from top-up shopping trips and the average spend per diverted trip would be likely to be around £15 per trip. The current application as previously noted is only for 2,000sqm of food store floorspace. This would therefore result in approximately £0.24 million diversion from Wealdstone. Based on an average spend per trip of £15, £0.24 million would represent 15,650 trips per annum lost to the District Centre. If as a maximum 70% of these trips were linked with non-food shopping in Wealdstone, the District Centre could lose up to 11,000 non-food shopping trips if the proposed store is implemented.

The convenience turnover of the proposed foodstore is estimated therefore to be £13.4 million. The average spend per trip is likely to be higher than £15, because the store will attract main and bulk food shopping trips as well as top-up shopping trips. Based on an average spend per trip of £30 the proposed store is expected to attract 896,000 trips per annum. In order to offset lost linked trips to Wealdstone (a maximum of 12,000 trips per annum), 2.5% of all trips made to the food store would need to be linked to a trip to the District Centre. At present, the linkages between the site and Wealdstone are poor and a very small proportion of customers are likely to walk to the centre from the proposed store. Improvements to the public realm would improve this situation, but the majority of shopping trips to the proposed store will be by car and some customers may drive to the District Centre to shop before or after visiting the proposed foodstore.

On balance, given the proposed store's proximity to the District Centre and subject to improvements to the link with Wealdstone, officers' view is that it is possible that more than 2.5% of trips made to the store would be linked to a trip to Wealdstone. This is supported by the wide range of shops and services in Wealdstone, including a post office, hairdressers, clothing stores, specialist food stores, dry cleaners and banks, as well as the provision of extensive public car parking. A financial contribution was agreed in the extant permission towards public realm improvements between the site and Wealdstone and for town centre management, and these are again considered necessary to mitigate the impact upon Wealdstone and make the quantum of floorspace proposed acceptable, that this obligation is recommended to be sought from this new application.

As accepted in the extant permission, there will be some customers diverted from Wealdstone District Centre and Harrow Metropolitan Centre to the proposed food store whom would be less likely to link their food and grocery shopping trip with other shopping in those centres and other local shops. Although the food store is now proposed to be 50% smaller, given the increase of 1,000m² of floorspace for smaller flexible units, it is still likely that residents will utilise some of these types of uses that are provided for here, such as cafes and restaurants rather than within Wealdstone District Centre. Within the extant permission there was therefore a S106 agreement for a contribution towards town centre management within Wealdstone to help support business there and mitigate the impacts of the new retail floorspace.

With regards to the flexible retail floorspace the applicant has provided an assessment of the likely impact of the smaller A1- A5 units (totalling 2,000sqm gross) as part of the Town Centre Uses statement. As the application seeks a flexible permission, it is not clear at this stage who will occupy these units. The applicant expects that the units would most likely be occupied by A3, A4 and A5 uses to serve the residential and working population of the development. The applicant suggests that there would not be a significant trade draw from existing restaurants, cafes, pubs or takeaways within Wealdstone or nearby Neighbourhood Parades, as these uses would largely serve the future population of the proposed development. Given the significant uplift in population as a result of this development, officers would agree with these conclusions.

The applicant does not anticipate that there would be much demand from A1 comparison occupiers, as the Town Centre Uses Statement includes a modelled scenario whereby (200sqm gross) is given over to the sale of A1 comparison goods. This indicates an annual turnover of approximately £900,000, which would not result in a significant adverse impact upon neighbouring centres. Conversely, given the uplift in expenditure generated by the additional population, it is expected that based upon this amount of floorspace being used for comparison goods, there would be between £0.7m and £0.9m of additional expenditure not met by the proposed floorspace, which would likely be met in nearby centres such as Wealdstone and the nearby Headstone neighbourhood parade.

The total quantum of retail space proposed would be 4,000sqm gross. Given the conclusions of the convenience impact assessment set out above, it is considered that the principal impact of the proposed foodstore would be on existing food stores as accepted in the extant permission, and given it is now proposed to be 50% smaller, these impacts are even less. Nonetheless there are still impacts upon Wealdstone centre that need mitigating. The remaining retail floorspace, a total of 2000sqm gross, would be slightly more than that of the nearby Neighbourhood Parades around the

“Goodwill junction” (total of 1,673sqm) and a fraction of the floorspace of Wealdstone District Centre (total of 25,107sqm). It is therefore considered that the quantum of retail uses proposed in the development would not amount to a higher order retail centre, as compared to Wealdstone and North Harrow. Rather it would create a new neighbourhood parade and would not unduly affect the existing retail provision in the area as explained above.

Conclusion

On balance, weighing up the benefits and dis-benefits of the proposal as detailed above, officers consider that the proposed foodstore would not have a significant adverse impact on nearby Wealdstone District Centre and if public realm improvements are carried out to improve links to the Centre, could in fact have a positive impact in terms of vitality and viability. The proposed smaller units, at a total of 2,000sqm gross floorspace coupled with the proposed dispersion across the site, would not result in a concentration of retail that would individually, or in conjunction with the proposed food store, unacceptably affect Wealdstone or the nearby Neighbourhood Parades. In fact, it is considered that the likely new residential and working population of the development would probably have a positive impact on the vitality and viability of these retail areas.

As discussed above the applicant considers the proposed retail floorspace to be site specific, as it serves a placemaking function and provides a form of enabling development, alongside providing local employment opportunities. Officers recognise the need to create a critical mass of activity in the early phases of the development and the contribution to the viability of the development that can be achieved as a result of the proposed retail uses. The results of the impact assessment and the Council’s own assessment of this set out above indicate that the proposed retail floorspace would have an acceptable impact on Wealdstone District Centre and Neighbourhood Parades and could in fact have a positive impact by reason of increased footfall in the Wealdstone area. In accepting that the retail food store forms a component of enabling and place making development, as part of this mixed use proposal, the implication and impact arising from the out of centre development is considered to be acceptable as a departure from the normal application of retail planning policies contained within the NPPF and London Plan policy 4.7.

However, a contribution towards public realm improvements between the site and Wealdstone and town centre management is required as detailed above.

Standard of Design and Layout, Green Grid and Impact on Views

Policy Context

The NPPF describes the setting of heritage assets (page 56) as ‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’.

Paragraph 129 of the NPPF states that: ‘Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise’.

Paragraph 132 of the NPPF states:

‘When considering the impact of a proposed development on the significance of a

designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting'.

Paragraph 134 of the NPPF states:

'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'.

Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.

Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.'

Policies AAP3 and AAP4 of the Harrow and Wealdstone Area Action Plan 2013 seeks to ensure that all development proposals achieve a high standard design and layout. Development within all three sub areas of Wealdstone as set out in the AAP will be required to *inter alia* strengthen the district centre and improve the environment and identity of the Wealdstone area as a location for business and industrial activity and for family living. Criterion E of policy AAP3 sets out the design parameters that should be taken into consideration when assessing development proposals within Wealdstone West sub area, which *inter alia* includes the plan's vision to improve the link between the west sub area of Wealdstone and the district centre, design which creates a sense of place that is related to and an extension of Wealdstone and make provision for community uses that are not appropriate to locate in the district centre.

The detailed design considerations for the Kodak site (including the Zoom Leisure site) are site out under Site 2 allocation under Chapter 5 of the AAP. This sets out a comprehensive list of design considerations. Under application P/3405/11, Officers considered that the following overarching design objectives for the redevelopment of the site to be of most relevance given the outline nature of the application:

- 1) Open Space The provision of a generously dimensioned, contiguous, green public route that acts as a primary characteristic for the whole site, holds a range of non-residential uses around its edges in buildings with special character and height and links Headstone Manor to Headstone Drive and Wealdstone.
- 2) Connections Establish clear connections and continuity to Wealdstone Town Centre and complement surrounding street patterns, including tackling level changes and protected trees along the site boundary with Harrow View.
- 3) Character Provide a strong character of new buildings set within a larger green landscape and street structure consistent with the sites location in the heart of "Metroland" and including an integrated public realm that is part of an overall urban design approach, responding to Wealdstone's position and ease of access to the countryside.
- 4) Vitality Gather employment and community uses at the south and east of the site, reinforcing a relationship with the Waverley Estate and Wealdstone and ensure that existing retail parades on Harrow View and Headstone Drive are able to benefit from the development.
- 5) Legacy Kodak operational buildings and distinct industrial legacy include unique

features such as the chimney that should be considered for retention as an aspect of the history and identity of the area.

- 6) **Density and Scale** Densities and building typologies to reflect land uses, location within the site and the mixed use activity.
- 7) **Phasing and Flexibility** Ensure that employment uses are phased throughout the scheme and designed to contribute positively as part of the overall place, whilst ensuring that the parameters have the flexibility to accommodate a range of business needs.

It is considered that for the purposes of this new application the above factors remain key design considerations in assessing the overall Masterplan for this site.

Appraisal

This application is set out in outline form and seeks to fix certain parameters in line with the approach taken for the extant permission. As this application is submitted in outline, with all matters reserved for future determination, the detailed design, layout and elevational form of buildings is not before the Council. The application is however accompanied by the following documents that seek to explain the design and layout:

Parameter Plans – These set design parameters in terms of site layout, maximum building heights and provision of open space.

Design Guidelines – Sets out detailed design guidance for future phases on matters such as massing and scale, frontage, access, orientation, amenity, architectural character and materials.

Development Specification – Fixes certain characteristics of the development, including internal routes and frontages.

Indicative Plans – Provide an indication of how the development could come forward.

Design and Access Statement – Provides a narrative as to the vision, objectives, design principles and key design elements of the scheme, including masterplanning and site layout, open space, character areas and landscaping.

As in the case of the extant permission P/3405/11, the overall urban design approach to the site has evolved from a list of key objectives set out in section 2.2 of the applicant's Design and Access Statement (DAS), which include the creation of:

- Long term economic energy and vitality, that can spill into areas beyond the site;
- New links of public amenity spaces through the site, integrating into adjacent areas;
- New places and spaces for Harrow – and new opportunities for play and amenity;
- A place that allows people to lead sustainable lifestyles – working or living;
- Enhancement to existing and delivery of new services going beyond the site;
- Fresh lifestyle opportunities – raising the profile of Harrow as an attractive and exciting place;
- A work – live – play destination; and
- A high quality, green and sustainable development with a workable mix of housing types and tenures.

The language of the above objectives, such as 'economic energy and vitality', 'places and spaces' and 'green and sustainable', relate well to the strategic site specific objectives set out in the AAP and the Core Strategy objectives for the Opportunity Area. The DAS provides a comprehensive analysis of the character and appearance of the existing site and wider area, including an outline of the historic development of the area.

Whilst acknowledging that the Former Zoom Leisure grounds located on the western side of Harrow View no longer forms part of this current application, the overall key design principles of the masterplan such as the Green Link, the public realm, site connection and open space that were applied in the extant permission would be retained in this current application. The only significant element in this current application is the increase in density and scale of development.

Open Space/ Green Link

Pedestrian and cycle connectivity in and around the area is poor in particular to and from the railway from Harrow View and beyond as a result of single land uses such as the Kodak site. The DAS sets the broad principles for the Green Link which aims to provide a new connection from the south east corner of the site on Headstone Drive, through the site to Harrow View and forming a link to the Green Link which is to be delivered on the former Zoom Leisure site pursuant to the extant permission. This Green Link will accommodate new places and spaces for the public including cyclists. The diagram below shows how the Green Link would connect the site to its surrounding.



As well as the green link a sequence of public spaces in form of community squares along this link would be incorporated which would serve local residents as well as the local community. The open space strategy would also include a number of pocket parks in dense parts of the masterplan. Amenity space for residential development which would include shared landscaped courtyards and roof terraces, private patios, gardens and balconies. Parameter Plan HVE(00)AP101 fixes the amount of open space that is required to be provided on a phase by phase basis, the total amount of open space equates to 27,750sqm across the masterplan. The extant permission (P/3405/11) secured an open space of no less than 52,130sqm across the masterplan comprising the land of the Kodak Factory and the former Zoom Leisure sports grounds, of which 27,170sqm was to be provided on Phase 1B of the masterplan. The intent of this

condition was to ensure that the masterplan delivered sufficient level of open space to compensate for the loss of the open space forming part of the former sports grounds. As stated previously Phase 1B is being brought forward by Permission Homes in line with the approved extant permission and the proposal before for the Council under application P/2982/15 demonstrates that the required level of open space for Phase 1b would be delivered in line with the versions set out in the extant masterplan. The applicant in this revised masterplan has sought to carry forward the open space strategy set out in the extant masterplan by delivering similar levels of open space in this revised masterplan. The extant permission would have seen the delivery of approx. 25,140sqm of open space on the Kodak site. The revised masterplan seeks to secure 27,750sqm for open space, primarily delivered through the green link and community squares. Parameter Plan HVE(00)AP102 defines the width and location for the green link and public square with deviation limits. Further detailed guidance is set out in the DAS, DG and DS. Officers consider that the level of open space once the entire masterplan plan has been realised would meet the aspirations noted above in the AAP and the Core Strategy for this allocated site.

Connections

In addition to the proposed Green Link, the Parameter Plans (HVE(00)AP102 and HVE(00)AP103) propose a network of interconnecting streets, with a clear hierarchy between primary routes, which would provide the main vehicle routes within the site; and secondary routes that would serve as accesses to development blocks and would be laid out in a pedestrian friendly 'home zone' fashion. The Parameter Plans do not seek to fix all the routes that would be part of the final scheme, as additional secondary routes would be provided within some development zones, subject to the Design Guidelines and Development Specification. Most notably the routes located within Phase D and part of Phase B show interconnecting routes off the shared surface adjoining the Green Link. These routes have a degree of flexibility in terms of their position. However, the Parameter Plans set a number of important routes that are intrinsic to the layout of the proposed scheme and the way it links to surrounding areas. These include the primary access from the roundabout on Harrow View to Headstone Drive (next to Magistrates Court). This route will be designed to be indirect and restricted in width (becoming part secondary top achieve this) along certain points to discourage driving through the site. The secondary routes would provide a link from the primary route to the shared surface routes across the site. It is considered that the submitted Parameter Plans, in conjunction with the Design Guidelines and Development Specification, would ensure that the development complements the surrounding urban grain, in line with AAP objectives. Appropriate limits of "deviation" are incorporated into the plans to enable flexibility with the final detailed scheme/plot design.

There are a number of changes in levels between the application site and surrounding streets, particularly the boundary between the Harrow View East site and Harrow View, where the site is between 1.2 and 1.5 metres higher than the road, defined by a retaining wall. A row of protected lime trees also occupy this boundary and the site specific objectives set out in the AAP seek to ensure the retention of these trees as part of the development (this is discussed in more detail below in appraisal section 15). Section 4.8 of the Design Guidelines set out how the proposed development would address these site edges, which include the reduction in height of the existing wall to within 150mm of the ground level within the site and renovated using bricks and coping that have been removed. This should create greater permeability and openness along this boundary. Pedestrian access points to the development through this interface will be via the Green Link and the residential mews and steps and ramps would be provided to ensure that

disabled people can access the proposed mews easily from Harrow View. However it the Design Guidelines set out that access to the private townhouse courtyards will not be accessible from Harrow View and it intended that these spaces will be separated from the street by timber barriers. These guidelines demonstrate that the development would satisfactorily address the site edges and these changing levels.

As discussed in other appraisal sections, it is important that the proposed development contributes to the regeneration of Wealdstone. In order to achieve this, it is crucial that the existing pedestrian links to the Town Centre, which are currently in a poor condition, are improved. In the extant permission (P/3405/11), the applicant had submitted a topic paper, which explained the existing linkage problems between the site and Wealdstone, as well as setting out ideas for possible improvements in this area, including removal of metal barriers, new pedestrian crossings and works to improve the environment underneath the railway bridge. A contribution towards these works has been secured within the extant S.106.

However, the Council's Highway Authority have advised that the previous 'Pedestrian Contribution' of £270,000 can be waived as the works to improve the pedestrian environment from the Wealdstone Town Centre to the development would be captured under the highway improvement works relating to the Cecil Road and Ellen Webb junction, and the Underpass, the contributions to which are sought under this new application. The detailed design would be developed and delivered by the Council. The retail assessment and economic benefits of the development depend upon a successful pedestrian and cycle link between the site and Wealdstone, to achieve both the "knock on" regenerative and economic benefits promoted for the development and to mitigate the potential adverse effects of the retail floorspace on the site. Subject to these works being carried out, the entry point to the proposed development would have an acceptable connection with Wealdstone.

Character

The AAP seeks to provide a strong character of new buildings set within a larger green background which goes beyond the buildings, to strengthen the distinct character of Wealdstone as a town at the edge of the countryside. The AAP seeks to ensure that the scheme is designed as a large neighbourhood of varying character and use, rather than a series of distinct neighbourhoods next to each other.

The DAS sets out the indicative neighbourhood concepts which help define the development characteristics of the development site. These neighbourhoods are defined by the different phases in which they would be located in, which are shown in the diagram below and are defined as follows:

Urban Community (Phase A)

This neighbourhood would be urban in character and form the eastern gateway to the site. It is the first phase and affectively the face of the community with a particular relationship to Wealdstone. Amongst other characteristics set out in the DAS, this area would have buildings that are generally public in nature with main focal public space being hard and urban in character. Built form would comprise apartment buildings that are integrated with the food store, office style employment, school, health centre facilities and care home. The this phase would be the first to be delivered, it will be required to stand alone and have a strong character on its own, but have the ability to integrate when the later phases that come forward. Blocks within this area will overlook a nature park and relate to a number of community hubs which includes cafes, restaurants and

other active uses. The green link area would directly connect with the school and care home and would form a visual forefront for the existing Kodak chimney.

Mixed Use Gateway (Phase C)

This neighbourhood would include a mix of uses comprising employment, leisure and community centres with residential block linking south to the Central Green Link. It would also form the gateway to the site from Harrow View.

Employment (Phases B, C and D)

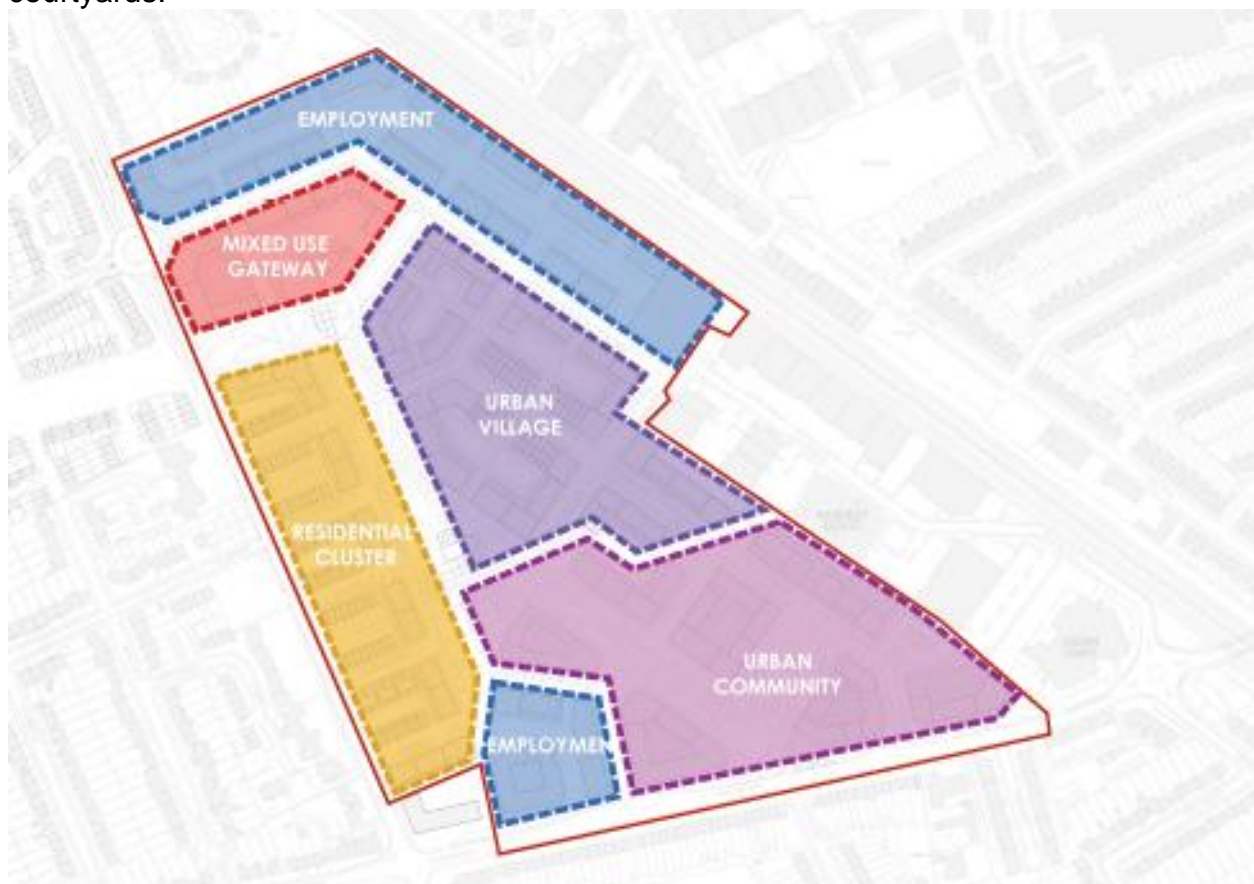
This area is consistent with the designated SIL. The aim of the masterplan would be to allow some degree of flexibility on the design and layout of this core. However, one of the requirements of the design will be to give a distinctive face to the railway line as an advertisement of the site. The built form would be kept simple as possible for flexibility. The employment area would be separated from the urban village by the main site distributor road.

Residential Cluster (Phase D)

This area would run parallel with Harrow View and would be characterised by mostly terraced housing with intimate spaces and east-west links. The emphasis would be to ensure that this area forms a link to Harrow View and opens up the views along this section of Harrow View.

Urban Village (Phase D)

This is likely to be one of the later neighbourhoods to be developed and has the most potential to be different as it lies in the heart of the overall masterplan. The area would be characterised by buildings of different scale, type and character in proximity to small and larger scale employment, adjacent to the Green Link and including a series of green courtyards.



The DAS goes on further under section 7.4 the architectural zones of influence. The site comprises three main zones:

Zone 1

Town Centre/ Wealdstone influence – located in the south-eastern part of the site and will be the closest to the High Street and Harrow and Wealdstone Station. In particular the civic and urban character of the High Street, with its active ground floor frontage. This would respond to the civic square and surrounding retail, leisure, community and business uses. Detailed guidelines are also included for specific buildings. It is intended that the scheme would be ‘tenure blind’ throughout.

Zone 2

Mixed/ residential core zone/ Kodak works influence – located in the centre of the proposed development and around the existing Kodak factory site. The Power House and the chimney are to be retained and will influence the architectural language of the proposed surrounding buildings. The architectural character of this zone would be influenced by the industrial design of the retained structures, incorporating modern materials. Care would be taken to ensure that there is a transition between this contrasting character and that of the other character zones.

Zone 3

Residential zone/ Headstone Manor influence – located in the west part of the site fronting Harrow View and although this is some separation distance, this area would be closest to the Grade I listed Headstone Manor. Therefore the architectural language would be expected take reference to this building by designing building with simple windows in large plain walls; simple and angular massing; and strong contrast of materials.

Given that this is an outline application and detailed building and public realm designs are not before the Council at this time, it is necessary to consider the extent to which the submitted Design Guidelines would ensure that an acceptable, cohesive design approach is adopted throughout future reserved matters submissions. Officers consider that the detail set out in this document provide an approach that, in conjunction with the Parameter Plans, would ensure that detailed applications should reflect the objectives and aspirations of the AAP and meet the expectations contained within the Core Strategy.

Vitality

The site specific objectives in the AAP aim to cluster employment and community uses at the south and east of the site, reinforcing a relationship with the Waverley Estate and Wealdstone. The scheme responds to this objective through the provision of a critical mass of mixed activity generating uses in the south east of the scheme (phases A), such as the retail, school, foodstore, care home, residential and health centre. These uses would be arranged around the Public Square and be directly related to the Green Link with active frontages to these spaces. The footfall that would be created as a result of the activity to be generated from these uses would create a level of activity in this part of the scheme that subject to appropriate detailed design and pedestrian crossing facilities in Headstone Drive should benefit nearby neighbourhood parades and Wealdstone town centre.

The remaining employment space (23,640sqm) would be located in phases C and D, along the north and north eastern boundary of the site. It is considered appropriate to

locate these uses in this part of the site, as the industrial uses can provide a buffer zone between the railway line and proposed residential uses. This would be the principle area of employment space, which would have the potential to accommodate larger employment units and would comprise the consolidated area of SIL following completion of the development. It would be conveniently located for the primary access route to the site and the applicant has demonstrated that pedestrian links to the Waverley Estate could be incorporated into the final design, subject to agreement from the adjoining landowner.

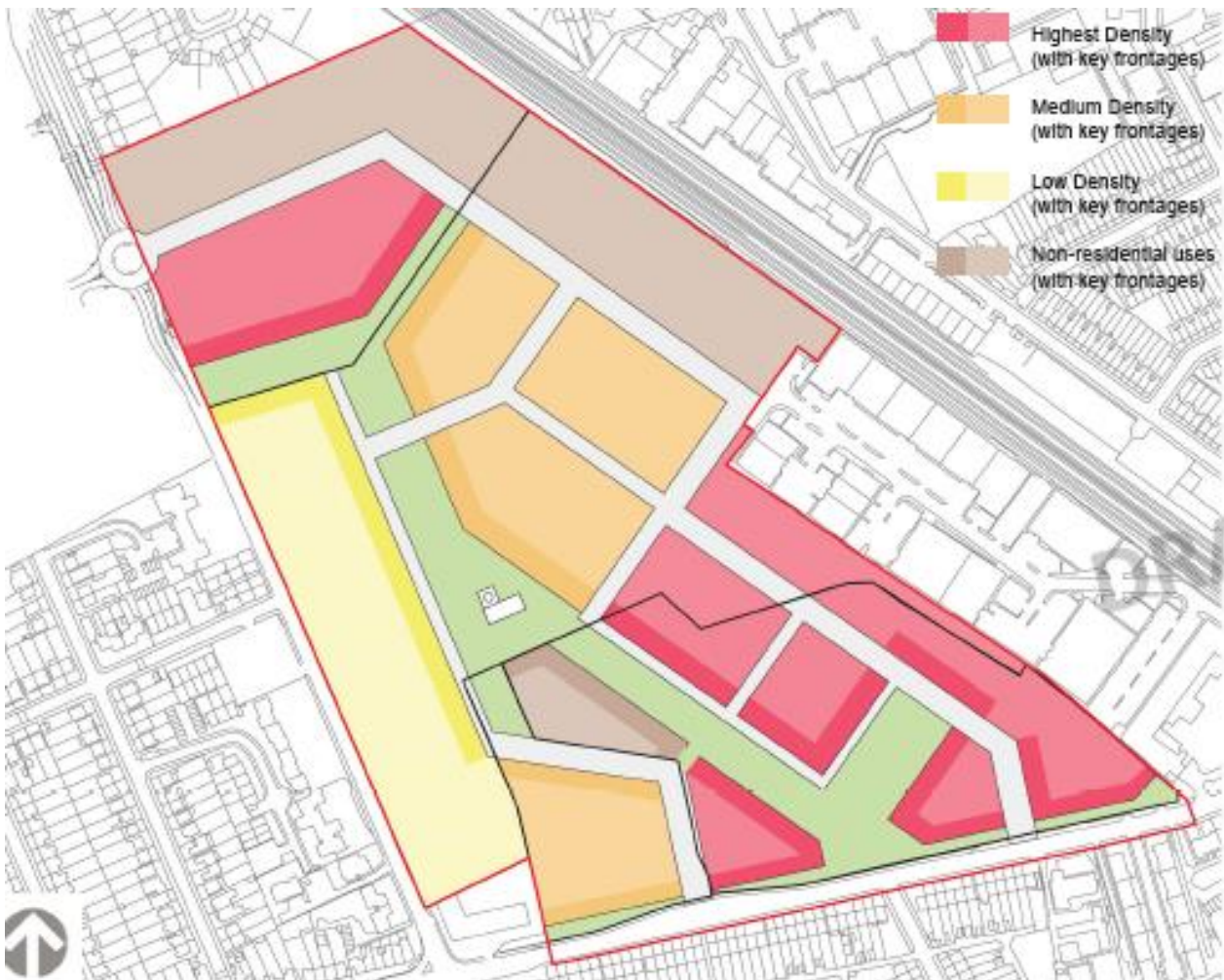
Legacy

The AAP recognises that the Kodak site has a considerable history as a place of manufacturing. Accordingly, the policy objectives seek to reflect and incorporate the industrial past into the new urban form and identity of the site. The application proposes to retain the chimney and part of the powerhouse. The powerhouse would be refurbished and converted to a café/community centre, which would sit in the centre of the new Kodak Green public space.

Density

As mentioned elsewhere in this report, the entire Heart of Harrow is now designated as an Opportunity Area and one of the Mayors Housing Zones and as such residential led mixed use development is supported on this site.

The submitted Design and Access Statement and Design Guidelines set out the objectives for density across the scheme, whereby higher density residential development would be located in areas of higher public transport accessibility, i.e. in the south eastern part of the site. In the western part of the site, where public transport accessibility is lower, the form of development would be more low scale and suburban in character. The submitted Parameter Plans set out the maximum quantum of residential units within each development zone, along with the maximum floorspace for non-residential uses. The Public Transport Accessibility Level (PTAL) for the site ranges from 2 at the western edge of the site to 4/5 at the south-east of the site. It is noted that the GLA have assessed the density of the site based on the site being located within a Suburban setting. Officers consider that whilst the north-western section of the site could be argued to be Suburban in character the southern section of the site better relates to an Urban setting, given that the area is characterized by dense development comprising terraced houses, mansion blocks, mix of different uses (i.e. the industrial estate, residential, commercial and magistrates court), buildings of two to four storeys, located within 800 metres walking distance of a District Centre (in this case Wealdstone town Centre). Accordingly the maximum density range according to Table 3.2 of the London Plan (appended at policy 3.4) would for Suburban setting 50-95 units per hectare and for the Urban setting 70-260 units per hectare. Based on the maximum number of units that the site could potentially deliver (1,800) and the site area of 16.65, the average density across the entire site is 108 units per hectare. The highest density ranging from 100-165 dwellings per hectare would be located to the south-eastern part of the site, which is the closest to Harrow & Wealdstone Station. The density would also increase at the northern end of the Green Link. Whilst the density range would be slightly on the high side for the suburban setting of the site, it would be within the density range for the Urban Setting. Furthermore, the recently established status of Heart of Harrow as an Opportunity Area and a Housing Zone the higher density on this site would be supported by the development plan. The density range across the masterplan is illustrated in the diagram below.



Scale

Whilst much of the Harrow View East site has been cleared of buildings, a number of Kodak’s operational buildings and structures occupy the site. These buildings are generally large in terms of footprint. The most dominant building on the site is the 37 metre high (equivalent to 12 residential floors) and centrally located within the site. The southern side of Headstone Drive is dominated by two storey houses and 4 storey high flatted blocks, whereas as the western side of Harrow View is dominated by 3 to 4 storey high flatted blocks of varying character and building lines.

In the extent permission (P/3405/11), other than the retained chimney, the height of buildings ranged from 3 to 6 storeys. In assessing the scale of development under this new application, the heights of the development would range from 2 to 12 storeys with the taller buildings located in proximity to key areas of open space and ideally in the northern areas of the Green Link and within Phases A and D around the public realm and adjacent to the Waverly Estate. The retained chimney would remain the tallest element within the development site and would continue to act Wealdstone’s heritage. The diagram below illustrates how the scale of development would be arranged across the masterplan site. The overall heights of the buildings would be fixed by parameter plan HVE(00)AP104 Rev A.



As noted above, the higher dense form of development would be largely concentrated to the south-eastern part of the site, with some taller elements focused around the Green Link. The Design Guidelines and DAS set out that the heights and massing of the built form would be of high standard that responds to its context. It goes on to state that perimeter block frontages will be varied to provide an interesting townscape, to provide appropriate scale and mass to the block and maximise daylight penetrating into courtyards and living spaces. The DAS, Design Guidelines and Development Specification provide further detailed guidance on the various forms of building typology that would be appropriate for the various zones within the masterplan.

It is acknowledged that this application would remarkably change the townscape in the area by bringing forward a scale of buildings that would be double in height than that approved in the extant permission. Whilst in the extant permission the scale of buildings considered by Officers at that time were considered to be appropriate in the context of the scale of development in the surrounding area. In contrast, this new proposal would be considerably greater in scale in terms of height in comparison to the existing built form. However, as noted above the existing factory has a number of buildings on the site of which the tallest being 37m in height which can be seen in the townscape form key views as discuss below.

The tallest building located to the south-eastern part of the site would have a maximum parameter height of 40m. Whilst the tallest element would be sited within the context of the two storey terraced properties located opposite on Headstone Drive, the scale of

buildings do begin to vary in height with the existence of the flatted development and the Magistrates court on the corner. The frontage height of buildings along Headstone Drive would be limited to 5 storeys, with the scale of buildings increasing within the site mainly around the proposed public square and the Green Link. Acknowledging that the height and the density of proposed development will change the character of this site and the surrounding area, Officers consider that this site provides a strategic opportunity for the site to create its own character and essentially form a catalyst to enhance the character and nature of this part of the Opportunity Area, which welcomes more dense forms of developments through increased scale. Officers consider that the proposal would help realise the aspirations set out in the Core Strategy and the AAP for this key strategic site, as well as meeting the aims of the Mayor's Housing Zone.

Impact on Views

Policy AAP8 of the AAP seeks to ensure that development proposals within the Heart of Harrow should enhance the setting of the Harrow on the Hill Area of Special Character, by amongst other things contributing to the formation of an urban silhouette that adds interest to the skyline in long range views to and from Harrow Hill and not adversely affecting views of or from Harrow Hill and St Mary's Church. The AAP identifies a number of protected views within the area.

The site falls within the medium range viewing corridor of Old Redding open space, which provides a long distance panorama across central London. Most notably Harrow on the Hill and St Mary's Church are key views from this open space. The Kodak factory is also visible from this view. The chimney has a height of approx. 64.6 metres, as such, the presence of the Kodak factory can be viewed at a number of local vantage points and from a number of distant points from higher ground. From the roof top of the factory itself views of Harrow Hill, St Mary's Church, Wembley Station and distant views of London itself can be observed.

The DAS also makes reference to Pinner Cemetery as another important view, although it is noted that view of the Kodak factory and its chimney are visible from this location it is not a protected viewing corridor, but nonetheless provides an important view of Kodak as a local landmark that signifies Wealdstone's Industrial legacy.

The changes to the landscape panorama associated with the form of development outlined would not, officers consider, erode the fundamental qualities of these views. The scale and development typologies would instead reflect the sites strategic location, within the Heart of Harrow AAP area, but also close to Headstone Manor and the suburban housing areas that surround it.

Phasing and flexibility

The first phase of development (Phase A), would deliver a greater level of mixes of uses than the later phases, which would include activity-generating uses such as the food store, retail/ restaurants, health care and other non-retail uses. It would also include the primary school and residential. In general all other phases would provide for a mix of uses to avoid any form of compartmentalisation of any particular type of use. Although it is noted that in the areas of the designated SIL, the uses would be limited to B class uses only. According to the Design Guidelines, the earlier phases of the masterplan are to be designed to be standalone developments that respect and relate to other uses in the area. In particular, as the delivery of the earlier phases would most likely come forward whilst the Kodak factory still continues to operate from this site, the design of Phases A and B would need to due regard to this. The Design Guidelines factor this in

and set out the strategy to ensure that the new and existing operations can continue to operate side by side, up until the time Kodak consolidate their operation on the site and relocate. For example, the guidelines set out that the temporary hoarding and fences that would be required to separate the site from the existing factory would be designed as part of the landscape strategy and potentially include some art to ensure that the earlier phases do not terminate at blank boundaries, in particular with regard to the Green Link which would only be delivered in part until other parcels of land become available. Officers consider that the application has the flexibility to accommodate a range of unit types to accommodate different businesses, in accordance with AAP requirements and can be delivered on a phases by phase basis, with each phase having the ability to be standalone until the full masterplan can be delivered.

Conclusion

Having regard to the requirements of the NPPF, the London Plan, the Core Strategy and site specific AAP objectives, it is considered that the design response set out in the Parameter Plans and Design Guidelines, and supported by the Design and Access Statement and other submitted documents, is acceptable. The development would deliver a number of the AAP objectives, such as the re-provision of useable open space, the delivery of a strong character of new buildings, the retention of a legacy for Kodak and the creation of new vistas to Headstone Manor. Subject to consideration of detailed reserved matters applications, the proposed development is capable of successfully integrating with surrounding areas, whilst creating a unique character of its own. The scheme would reinforce the positive aspects of local distinctiveness, whilst enabling the promotion of designs that would improve the area and the way it functions, in line with NPPF and development plan.

Residential Amenity and Noise

Policy Context

Policy 7.6B, subsection D, of The London Plan (2015) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

There are no specific policies within the AAP which deal with safeguarding residential amenity but it states that development proposals would be required to meet policy DM1 of the Development Management Policies Local Plan (2013), which 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”.

Policy 3.5C of The London Plan requires all new residential development to provide, amongst other things, accommodation which is adequate to meet people’s needs. In this regard, minimum gross internal areas (GIA) are required for different types of accommodation, and new residential accommodation should have a layout that provides a functional space. Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA’s as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD. This is supported by policy AAP13 of the AAP. Further detailed room standards are set out in the Mayors Housing Supplementary Planning Guidance 2012. Whilst the Mayor’s Housing SPG provides guidance for public sector housing the internal rooms standards set out in this guidance provides a good benchmark for the delivery of good quality homes

Minimum GIA and room standards (as set out in the London Plan, Mayors Housing SPG and the adopted Residential Design Guide SPD (Appendix 1))

Appraisal

Residential Amenities of Neighbouring Occupiers

As this application is in outline form, the overall layout and design of the development is not before the Council, however, the application as noted above seeks to fix certain parameters, which includes the height of buildings and plot deviations. The DAS, Design Guidelines and Development Specification provides further details

As noted above this new application would see a higher density scheme being brought forward on this site in comparison to the extant permission (P/3405/11). The extant permission fixed the taller buildings (6 storeys) away from the boundaries of neighbouring residential properties. Along the northern boundary backing onto Pinner Park Gardens and Mulberry Place, the extant permission fixed the height of building at 3 storeys. Along Harrow View the height of buildings ranged between 3 to 4 storeys. Along Headstone Drive, the height was fixed at maximum 4 storeys.

In this new masterplan, the larger buildings within the proposed development (i.e. those over 6 storeys) would be sited away from the boundaries of neighbouring residential properties. It is noted that the only residential properties that directly abut the site are those on Harrow View, Pinner Park Gardens and Mulberry Place to the north and Goodstone Court in the south west corner of the site.

In light of the greater scale and density of development, this outline application is supported with an outline Daylight Assessment. The results of this assessment has primarily focused on twenty-four properties located on the eastern end of Headstone Drive, one property at the north side of Harrow View, two properties within Mulberry Place. The heights of the proposed buildings along the relevant boundaries have been reduced and a number of steps have been introduced so that any over-shadowing is restricted to the front gardens only and projected onto the façade.

The employment buildings in Phase C to the north of site would be limited to 2 storeys and the DG requires a landscape buffer between them and the residential properties. It is noted that the height of the building have been reduced from 3 (max 15m) storey in the extant permission to 2(max 8m) storeys in this current application. This in conjunction with the change in levels between the site and these properties would ensure an acceptable arrangement. It is also noted that larger buildings forming part of Kodak's operations (up to 19 metres in height) used to occupy this part of the site. Notwithstanding the results of the initial assessment, at detailed application stage, it would be necessary to undertake a comprehensive assessment to confirm the results of the initial assessment in terms of sunlight and daylight and the impact upon those properties located adjacent to the northern boundary, in particular with regard to those properties located on Mulberry Close and the property located to the north on Harrow View.

In relation to Goodstone Court, the dwellings to the north would be 5 storeys and the illustrative masterplan demonstrates that an acceptable arrangement could be devised. The four storey Kodak Reception Building to the east of this property would be retained and refurbished for a similar use and this would therefore not have a greater impact than

the current situation.

With regard to the 24 properties located on the eastern section of Headstone Drive, the initial assessment shows that the heights of the building located along the frontage of Headstone View would be stepped and set back to ensure a satisfactory form relationship between both sides of the road. In terms of sunlight, the properties located on the opposite side of the development would not be impacted upon, as the primary façade of these properties are orientated north facing as such there would be no significant loss of sunlight.

It is therefore considered that, subject to detailed consideration of the layout of dwellings on the Harrow View East part of the site at reserved matter stage, the proposed development would not be overbearing to the occupiers of neighbouring dwellings adjacent to the site, nor would the buildings result in unacceptable loss of light or outlook. Again, acceptable distances and fenestration arrangements could be devised to ensure that the proposed dwellings would not overlook neighbouring properties.

The proposed development would not unduly impact on the amenities of the occupiers of any other neighbouring residential properties in the vicinity due to separation distances and intervening features such as roads and the railway line. The proposal would therefore ensure that an acceptable impact on the amenities of neighbouring residential occupiers would be provided, in accordance with the requirements of policy 7.6 of The London Plan, policy DM1 of the DMP and the Residential Design Guide SPD. In making this assessment, regard has been had to the submitted Daylight Sunlight document, although officers expect more detailed iterations of this work to come forward at reserved matters stage.

Residential Amenity of Future Occupiers

As the proposal is submitted in outline, no detailed layout plans of the proposed residential buildings have been submitted. There are however illustrative plans and details in the DG in relation to housing layout and typologies, which give an indication of how the site could be developed. On the basis of the information provided, officers are satisfied that the proposed houses and flats could be designed to comply with the space standards set out in the London Housing Design Guide and the Residential Design Guide SPD. Acceptable external amenity space could also be provided and, subject to further consideration of this issue at reserved matters stage, the proposal is considered to be acceptable in this regard. However in terms of layout, the daylight and sunlight initial assessment does present that some window positions due to their ground floor position, facing courtyards and relation with other tall buildings within close proximity would have a VSC (Vertical Sky Component) below the recommended VSC figure of 27%. However, it is noted that the location of such windows does not necessary entail that such rooms would receive poor daylight, as the window size and room design are also vital factors which would come forward as part of a detailed application. The initial Daylight and Sunlight Assessment, sets out a number of recommendations which should be considered as part of a more details assessment as part of the detailed application, which includes the use of larger windows, optimising positioning of windows, add more windows, changing room dimensions, reducing obstruction where possible and increasing room surface reflectance values.

With regards to the provision of external amenity area, the masterplan allocates as part of the open space and landscaping strategy the provision private courtyards and amenity areas in addition to the Green Link, open spaces and pocket spaces which would serve

the development. Officers are satisfied that the provision of private forms of external amenity areas such as balconies/ terraces and the details for the open space can be dealt with at an detailed application stage.

Provision of Play Space

Policy 3.6 of the London Plan requires that development proposals for housing to make provision for play and informal recreation, based on the expected child yield for the development. Further detailed guidance is set out in the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG (2012).

Policy AAP11(B) *Provision of Open Space* requires major developments within town centres to secure the provision of appropriate civic space and sets out criteria for the local and layout of new open space.

Policy AAP11(C) requires all major development to provide sufficient play space on site to meet the needs of the development, whilst policies AAP13 B(d) and DM28 of the DMP *Children and Young People's Play Facilities* reiterate the need for children's play space. The Council's Planning Obligations SPD, informed by Harrow's PPG 17 Study, sets a quantitative standard of 4 square metres play space per child. Although it is noted that the Mayor's SPG advises a minimum benchmark area of 10sqm per child regardless of the child's age. However, it does acknowledge that local authorities may seek to adopt their own benchmark depending on their local requirements and policies.

The Design Guidelines sets out that play provision will be integrated within the overall design of the landscaped infrastructure of the masterplan and should form a continuous 'play route' through the centre of the development. The play areas shall be designed to be accessible and inclusive, minimise the impact of noise, provide for the social and physical aspects of play, and be imaginative and stimulating with the emphasis of play features designed around the natural landscape. The play strategy includes 3 levels of play provision:

Doorstop Play Spaces – These will comprise small open spaces within sight of residences, where younger children can play within the view of adults, and designed to be less formal and inclusive. These spaces will be located at regular intervals throughout the green link.

Local Play Spaces – These areas are provided for children beginning to travel independently. These spaces will take the form of open grassed areas, small parks and purpose-designed play grounds or informal recreational area. The design of the space would be varied to create interesting and physically challenging environment that includes natural features, sand and water play set within landscaped with varying level. Other features would include ball games, kick-about areas and rebound walls.

Neighbourhood Play Spaces – These areas are aimed at young people capable of travelling independently. The design of these areas would be similar to that of the local play space but would be designed to meet the needs of older children and young people. It would also incorporate within the design ball courts, multi-use games pitches, skateboard areas and adventure play areas. These spaces would be located more centrally and within easy reach of the Green Link and squares.

The proposed scheme based on a child yield of 611 on the maximum number of units of 1800 would require the following quantum of development.

Age Profile	No. of children	Space required (sqm)
Under 5	316	3,160
5-11 years	182	1,820
Over 12's	113	1,130
Total	611	6,110

The applicant has sought to meet the Mayor's SPG benchmark of 10sqm per child which exceeds the benchmark set out in the Council's Planning Obligations SPD. Officers are satisfied that the quantum of play provision and the form and design of different types of play spaces to be provided on-site would be in accordance with the adopted policies and would adequately meet the needs arising from the proposed development.

Noise

Policy DM1 of the DMP, states under sub-section D (h) that when assessing privacy and amenity it will have regard to the impact of proposed use and activity upon noise, including hours of operation, vibration, dust, air quality and light pollution. This is further supported under The London Plan policy 7.15B.

The site is surrounded by noise sources including roads, a railway line and industrial operations. The existing industrial operations are also responsible for some noise emissions, albeit that these will have declined with activities on the site in recent years. A worst case scenario has been employed in the submitted Environmental Statement (ES) and states that this development has the potential to generate noise and vibration during construction, noise associated with traffic movement and any fixed plant associated with the development on completion.

The ES identifies the following key areas that need to be considered in terms of noise impact:

- Impact during construction on existing noise sensitive receptors and also new noise sensitive receptors in later phases.
- Potential increase in road traffic noise.
- Potential impacts from existing and future road traffic noise.
- Potential impacts from existing railway and vibration on future occupiers.
- Potential impacts on future residents due to noise from existing activities from any remaining Kodak activities and Waverley Industrial Estate.
- Potential impacts on future residents due to noise from any fixed plant associated with the new development i.e. the new energy centre.
- Potential impacts on existing and future receptors from the introductions of employment uses in Phases B, C and D.

As the application is made in outline form and the detailed design is not before the Council, the ES in considering the above key elements adopts a worst case scenario in terms of determining the likely noise impact on sensitive receptors. The noise assessment sets out a number of mitigations that should be considered at the detailed design stage to mitigate noise impact arising from the development. It concludes that with appropriate mitigation the noise effect during and post development is considered not to be significant in terms of its impact. The Council's Environmental Health Officer is satisfied that the contents of the ES chapter on noise and vibration adequately address potential concerns over noise and vibration both during construction and during operation subject to the imposition of appropriate conditions.

Conclusion

In summary, it is considered that the broad parameters of the development demonstrate that the proposal subject to the submission of detailed design and imposition of appropriate conditions could give rise to a satisfactory form of development. However, as this application is submitted in outline form, Officers reserve judgement on the full impact of the development on the existing and future occupiers until the detailed design has been considered as part of a reserved matters application.

Traffic, Parking, Access, Servicing and Sustainable Transport

Policy Context

The NPPF sets out the overarching planning policies on the delivery of sustainable development through the planning system. It emphasises the importance of reducing the need to travel, and encouraging public transport provision to secure new sustainable patterns of transport use.

The London Plan Policies 6.3, 6.9 and 6.13 seek to regulate parking in order to minimise additional car travel, reduce trip lengths and encourage use of other, more sustainable means of travel. The Parking Addendum to Chapter 6 of The London Plan sets out maximum parking standards for new development dependent upon their use and level of public transport accessibility. It is noted that at supporting paragraph 6A.3A to the Parking Addendum sets out that there is scope for greater flexibility to the parking standards in different parts of London having regard to patterns of car ownership and use, levels of public transport accessibility, the need for integrated approaches to on-site and off-street parking, efficiency in land use and overall impact upon environment and the transport network.

Policy AAP 19 of the AAP seeks to limit on site car parking and development proposals to support the use of sustainable modes of transport, in particular in areas that have a high level of public transport accessibility. Policy AAP 20 (Harrow and Wealdstone Green Travel Plan) seeks to ensure that all major developments produce a site specific travel plan to demonstrate how the development would meet the wide Green Travel Plan provisions.

Appraisal

The subject site is located approximately 400m from Wealdstone District Centre and the Harrow and Wealdstone train station. The Public Transport Accessibility Level (PTAL) for the site ranges from 2 at the western edge of the site to 4/5 at the south-east of the site.

The applicant has submitted a Transport Assessment (TA) with the application and, following comments from the TfL, additional information relating to Trip Rate Sensitivity Testing and Junction Modelling Base Comparison has been submitted for consideration. The Council and TfL have also undertaken traffic modelling as part of a wider exploration of traffic generation and its potential mitigation, associated with the Area Action Plan.

Public Transport

Following the issue of the Transport Assessment (TA), comments from Transport for London (TfL) were submitted to CH2M and alternative selection criteria for some aspects of the report were provided. These alternative selection criteria figures show some marginal net increases on public transport and total trip rates. Both results have been considered for the purpose of reviewing the TA.

Buses

There are two bus routes that will directly serve the development – H14 and the H9/10. There are approximately 10 bus stops within a 500 metre radius of the development site. The existing facilities are acceptable however will need to be improved if passenger numbers are to increase. Shelters and the Countdown real time information system would bring positive benefits to passengers.

Transport for London (TfL) has provided up to date information on bus capacity and have confirmed that the H14 route is already operating at the maximum level during peak hours. They have indicated that all bus related section 106 contributions will be required 6-12 months before first occupation.

The Council's Highways Authority agrees with the TfL response and considers these contributions essential to provide a good service for both new and existing passengers. The Transport Assessment (TA) confirms that the expected number of rail and underground users is expected to increase, however Officers do not consider that this application alone will have a significant impact on the service and capacity increases on rail and Underground services are already planned for routes using both Harrow & Wealdstone Station and Harrow on the Hill.

Pedestrians/Cyclists

Walking conditions have been audited in the vicinity of the development site and overall facilities would appear to be generally acceptable, however there are some routes that would benefit from enhancements. Section 106 contributions will enable improvements to the walking route at the railway bridge on Headstone Drive and provision of wayfinding signage to be implemented. The green link that passes through both the east and west Harrow View development sites between Wealdstone and Headstone Manor will also provide a pleasant route for both pedestrians and cyclists.

Although cycle routes will not be demarked as such, it will still be appropriate to have some discreet signing to make it clear where cyclists are meant to go.

Junction improvements

Currently there are delays during the peak hours at the Headstone Drive/Harrow View/Headstone Gardens signalised junction due to the volume of traffic. In addition currently there are no dedicated crossing facilities at the junction this will need to be considered when the junction is remodelled. The public already use Victor Road and its adjoining side roads to avoid queuing at the junction. This development will add to the capacity problems and will need to be dealt with as a priority. Furthermore, the current layout of the Headstone Gardens/Ellen Webb Drive/Cecil Road junction is not very practical for either motorists or pedestrians with various conflicting manoeuvres and physical barriers making it awkward to reach local transport hubs and the town centre. The predicted increase in pedestrian and traffic flows will also put this junction under more pressure.

It is accepted that this development will increase traffic levels, however the proposed mitigation in the form of a new signalised junction at Headstone Drive/Cecil Road/Ellen Webb Drive and junction improvements at Headstone Drive/Harrow View/Headstone Gardens should mean that the increase can be accommodated. It is therefore imperative that preliminary design work is commenced as soon as the development work begins.

Access & Parking

Further information on the access into/out of the site at the Headstone Drive junction will be required.

The parking quantum for the entire development site is in accordance with London Plan standards therefore Officers have no major concerns. The various car parking arrangements will mean that adequate parking will be available but will not dominate the roads. This does mean that traffic calming measures may be required to discourage speeding. It is possible that parking controls will be required to prevent commuter parking or general parking away from designated parking areas. In any case, the development site will be monitored with a view to implementing a separate controlled parking zone should it be required.

Cycle parking numbers may need to be reviewed as the residential amounts have been calculated based on pre Feb 2015 standards and does not equate to 1 per studio/1bed flat and 2 for all other dwellings. The correct figure will be an increase on that quoted in the Travel Plan. Notwithstanding this, it is considered that the level of cycle parking would be considered as part of a detailed reserved matter application.

Road widths are acceptable and on the whole should be designed to adoptable standards.

Construction Logistics

A construction logistics plan will be required for each phase of the works and must show consideration of how this site integrates with construction activity at Harrow View West. This will be required by planning condition and only discharged with written approval of the Highway Authority. In addition to this, a service delivery plan (SDP) would be required which would be conditioned.

Travel Plan

A Framework Travel Plan (FTP) has been submitted on an area wide basis encompassing the whole site. Specific and detailed travel plans will emerge and inform this overarching FTP as the development evolves through the phased build. This approach conforms to TfL's guidelines as it addresses all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. Owing to the long term and phased evolution of the project the FTP adopts a broad brush overarching approach in order to maintain flexibility to cater for an environment of change related to individual detailed travel plans as they are produced on a scheme phase by phase basis.

The Council's Travel Plan Coordinator (TPC) has reviewed the submitted Travel Plan and the objectives and targets contained within. The TPC has recommended a number of changes to the Travel Plan and has recommended that the monitoring of this to be secured through a section 106 obligation. In addition to this, recommendation has been made to impose financial penalties should the target agreed in the travel plan not be met within the monitoring period. A similar approach was secured for the extant permission (P/3405/11) and will also be secured under this current application. It is considered that the FTP is just the overarching approach for the development any changes recommend by the TPC can be accommodated when the detailed Travel Plan relating to each phase submitted as part of the detailed application.

Conclusion

Overall, the transport assessment and the site specific and transport design outcomes

associated with the development comprise a significant, long term investment in transport infrastructure, both on and off site. The impacts of the development have been modelled and found to be acceptable, subject to specific mitigation measures and associated mode shift incentives. In implementing the package of works required to manage the impacts of the development on the surrounding network, including pedestrians and cyclists; and surrounding residents, the Council will expect to engage in both further design and consultation with the new and existing community of interests. Officers nevertheless consider that the proposals contained within the application, subject to appropriate controls, can be accommodated on the site and having regard to the findings of the transport assessment and environmental statement need not give rise to significant adverse environmental effects that would warrant rejection of the proposals outright.

It is therefore considered that the proposals would give rise to no conflict with the above stated policies. The acceptability of final design layouts will be subject to future detailed reserved matters submissions for each phase to ensure conformity with the outline application and Core Strategy/AAP objectives.

Housing Provision and Affordable Housing Policy Context

Policy CS1.J of the Harrow Core Strategy 2012 sets an aim for 40% of new housing development in the borough to be affordable housing and states that the Council will seek the maximum reasonable amount of affordable housing on all development sites with a capacity to provide for ten or more units having regard to various criteria and the viability of the scheme. Such requirements are in line with London Plan policy 3.12.A/B which requires the maximum reasonable level of affordable housing to be provided. The reasoned justification to policy 3.12.A/B of The London Plan 2015 states that boroughs should take a reasonable and flexible approach to securing affordable housing on a site by site basis. As noted under section 1 of the appraisal, the consolidated London Plan 2015 designates Harrow and Wealdstone as an Opportunity Area and seeks to increase the minimum annual housing target for Harrow from 350 to 593 per annum.

Policy 3.11A of The London Plan sets out that of the 60% of the affordable housing should be for social and affordable rented accommodation and 40% for intermediate rent or sale of the overall affordable housing provision on any given development site. Policy 3.11B sets out that individual boroughs should set out in their LDF the amount of affordable housing provision needed. This is reinforced under policy AAP13(C) which states that within Wealdstone Central sub area, an affordable tenure split which favours intermediate housing will be sought. Throughout the rest of the Heart of Harrow an affordable housing tenure split of 60% social/affordable rent homes and 40% intermediate homes are required.

London Plan policy 3.8 and policy AAP13 of the AAP require new development to provide a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. London Plan policy 3.4 sets out a range of densities for new residential development.

Appraisal

To be reported by addendum.

Impact on Heritage Assets

Policy Context

Paragraph 129 of the NPPF states that 'local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise'.

Policy CS1 of the Core Strategy states that 'proposals that would harm the significance of heritage assets including their setting will be resisted. The enhancement of heritage assets will be supported and encouraged'. Policy AAP8 of the AAP requires development proposals within the Intensification Area to enhance the setting of the Harrow on the Hill Area of Special Character and views of St Mary's Church, whilst the site specific guidance stresses the importance of the relationship of the site to Headstone Manor and the opportunity to improve the Manor's accessibility and setting.

Appraisal

The applicant has submitted a Heritage Statement in support of the application, which sets out the history of the development of the site in the area. The setting of the heritage assets and visual impacts is also covered in the ES.

This new application no includes the land of the former Zoom Leisure sports grounds. Although it is noted that there is a separate reserved matter application pursuant to the outline permission granted under P/3405/1 being considered by the Council. Notwithstanding this, the applicant in their ES has assessed the impact of this new masterplan upon the setting of heritage assets, archaeology and important view (already discussed above).

Setting of Headstone Manor

Grade I listed, Headstone Manor is one of the most historically important vernacular buildings in Greater London and is the earliest known timber framed house in Middlesex, with a medieval hall and cross wing dating from the early 14th century. It sits on the site of a Scheduled Ancient Monument (SAM) within a complex of Grade II* and Grade II listed buildings. Listed building consent and planning permission has been granted for the restoration of the Manor House and change the use of the building to a museum.

Headstone Manor was formerly the centre of a large farmland setting which has gradually been eroded to be a small pocket of open space within extensive suburban surroundings. The surrounding open land and the sheltered character of the Manor complex therefore helps to retain its agricultural character.

Headstone Manor is located some 370m to the west of the boundary of the site. The Manor house is screened from the application site by the lines of mature trees, which is further separated from the subject site by the grounds of the former sports grounds. At present due to site configuration and dense vegetation the Manor House cannot be seen any ground level from the site. Although is acknowledged that the extant permission and the current reserved matters application would change the visual landscape by removing the screening and opening up the views of the Manor House and its grounds from Harrow View. The extant permission also includes a green link leading to an area of open space which would promote accessibility of the Headstone Manor complex from Wealdstone.

When development has been completed on the site, there may be some views to and from Headstone Manor from the upper floors of the higher residential blocs. Given the

distance maintained, Officers consider that there would be no significant impact on Headstone Manor and other key buildings located on the Manor estate.

Impact on Views, Setting of Harrow on the Hill and St Mary's Church

Whilst the site does not lie within the immediate vicinity of any designated Conservation Areas, given the site area and siting in the Borough, the proposed development has the potential to impact on the setting of Harrow on the Hill, a designated Area of Special Character (ASC) with numerous Conservation Area designations and the Grade I listed St Mary's Church, which is recognised in the Core Strategy as an important local landmark. The development could also affect views out of the Brookshill Drive and Grimsdyke Estate Conservation Area, the view from Old Redding car park to St Mary's Church being a proposed protected view in the Council's Draft View Management Framework (DVMF). This viewing corridor crosses the application site (this is also discussed above in appraisal section 4).

It is however noted that the site is currently occupied by a number of large, bulky industrial buildings, some of which are 37 metres high. It is noted that the scale of the proposed buildings would vary in height, with the tallest elements being located to the east of the application site. However, some of the heights of buildings would be similar or smaller in scale than the existing industrial buildings on the site. Furthermore the replacement of the existing buildings with high quality buildings would to some degree improve the skyline.

The proposal would therefore have a positive impact upon the area than the existing industrial structures and would therefore result in an improvement in visual impact terms, when viewed from the Old Redding car park. The setting of the Harrow on the Hill ASC and its heritage assets would therefore be enhanced as a result, as would the views out of Brookshill Drive and Grimsdyke Estate Conservation Area.

Archaeology, Air Ministry Citadel and Kodak Legacy

There are no statutorily listed buildings within the application site boundary. However, a number of older industrial buildings date back to an earlier period of Kodak's development. These include the 1925 power house, with its associated chimney. The proposal to retain part of the power house as a reminder of the former use of the site is therefore supported, in addition to the place making benefits discussed above in section 4 of this appraisal. The treatment of this structure, its restoration and management will need to be secured by condition.

The site is also occupied by the underground remains of a former Air Ministry Citadel, known historically as 'Station Z', which served as contingency wartime administration space. This structure, which originally comprised both surface and sub-surface structures, now only retains its sub-surface features. This is now locally listed by the Council. It essentially consists of an underground bunker, which previously formed the basement of a larger building (examples of an intact building exist elsewhere). The top of the bunker is approximately ground level on that part of the site and Kodak currently use this open area for storage. It is proposed to retain this structure in situ. Given that the special interest of the bunker is its internal appearance below ground level, it is considered that the proposed development above would not unduly impact on its character, nor would it affect the way it is appreciated. Construction works would not unduly impinge on the structural integrity of what is intrinsically a very strong feature.

English Heritage considers that there may be archaeology associated with Kodak's

development on the site, but earlier finds are likely to be heavily truncated. Conditions are recommended requiring the implementation of a programme of archaeological mitigation and standing building recording and these are set out at the end of this report.

Provision of Community Facilities, School and Healthcare

Policy Context

Policies 3.2, 3.16 and 3.17 of the London Plan seek to improve and address health inequalities, ensure that there adequate social infrastructure to meet the population growth, in particular with regard to major developments and regeneration areas. This is supported by policy CS1.Z of the Core Strategy and policy AAP3 of the AAP.

The NPPF states that ‘the government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities’. It goes on to make clear that local planning authorities should ‘give great weight to the need to create, expand or alter schools’. London Plan policy 3.18 seeks to support the provision of early years, primary and secondary school and further and higher education to support a growing population and to enable greater educational choice. Core Strategy policy CS1 identifies the delivery of a new primary school and secondary school as key strategic infrastructure and the Council is currently undertaking a medium term strategic project to expand primary schools, as there is a significant increased demand for school places in the primary sector, primarily because of the increased birth rate in recent years.

The ES deals with the associated impacts on local social and community infrastructure. It acknowledges that the projected population increase as result of the proposed development would place pressure on existing social infrastructure such as health care and education facilities. In order to address this, the applicant proposes to make provision for on-site infrastructure/ facilities (as discussed in detail below) to cope with the demand of the development as well as providing additional social infrastructure benefit to the wider community.

Appraisal

Community Centres

The proposal includes the scope for construction of a 1,570sqm community centre within development Phase C, as well as the conversion and re-use of the Kodak power house building (Phase D, 550sqm) for community café use. The AAP envisages the provision of community facilities on the application site to support the new sustainable community to be created and the scheme responds to that aspiration, so these uses are supported in principle. It is not clear at this stage how these community facilities will be built or operated or maintained. The Council would not expect to build, operate or manage such a facility. A S106 obligation is therefore necessary to require the applicant to engage with community groups who may be interested in the space or to facilitate improved community access to existing facilities at Headstone Manor, adjacent to the site. The part of the site and the land for the community centre is set aside for this use and will need to be safeguarded within the site masterplan and by way of the S106. In the event that the site does not come forward for development, proposals for interim landscaping will also be required to avoid the site, in a prominent location, harming the overall character and appearance of the development, from Headstone Drive.

Education

The application makes clear an expectation that the MUGA within the school site will provide for shared use outside of school hours. It is assumed that this facility will be

provided alongside the development of the school buildings.

The child yield from the proposed development has not been factored into the Council's primary school expansion programme and a new primary school is proposed as part of the development, as there is not the capacity in local schools to absorb children from the development.

Based on this multiplier, in terms of primary school aged children, it is expected that the development would give rise to a demand of some 278 primary school places and 165 secondary places. The proposed primary school would allow for up to 3 forms of entry, so would be more than is required to mitigate the impact of the new development. Accordingly, the development makes a strategic contribution to education need in the borough by providing a site suitable to meet a wider requirement than that arising from the development as identified in the assessment of the Environmental Information submitted with the application. This is supported, as this school could in the future help to meet the needs of the surrounding area or improved choice, being well located to do so. The school would be located within Phase A of the development, on land that is currently cleared and the S.106 agreement would require the land be set aside for development of the school upon commencement of Phase A of the scheme.

The recent reform of education funding, including changes to the means by which new schools are delivered, means that it is anticipated that development of a new primary school building on the site will be funded directly by the government through the "Free School" programme. Accordingly, whilst acknowledging the importance of making land available for a primary school on the site, officers consider that the need to explicitly fund a school building from S106 is not necessary. It is expected that demand for the delivery of a primary school in this area will be significant. Phase A would provide adequate space to accommodate a 3 form entry primary school, including outdoor play space and the proposed multi use games area (MUGA), and would also be within walking distance of other public open spaces. Adequate pick up and drop off facilities could also be provided on the road to the east of this zone, which should ensure that neighbouring occupiers are not unduly inconvenienced by school traffic.

It is therefore considered that the proposal, in the form of an on-site provision of primary education and an off-site contribution towards secondary education (through the Council CIL), would adequately mitigate against the impact of the proposed development in this regard, in line with the objectives of the NPPF, London Plan policy 3.18 and the Council's Core Strategy.

Healthcare

The application proposes a health centre of up to 2,820sqm within Phase A of the proposed development. This would most likely serve as a Primary Care Centre, which could be occupied by up to a number of GP's and other health care facilities such as dentists, nurses etc. The facility could cater for a catchment outside of the development boundary and therefore provide a wider community benefit.

Care Home

The masterplan proposes a 5,500sqm care home within development Phase A and a senior living (C2 use) of up to 4,730sqm in Phase D. These development zones have adequate space to accommodate the care home and associated open space and are sited close to the retail uses and amenities in Phase A, as well as being well located for public transport links. This part of the proposal is therefore considered to be acceptable,

subject to detailed consideration of design and layout at reserved matters stage.

Conclusion

Through a combination of on-site and off-site financial contributions, the proposals are considered to address the expected needs of future occupiers of the site for community infrastructure to support sustainable patterns of living and working. Accordingly, subject to specific controls and contributions, delivered through the terms of the planning permission, and notwithstanding the uncertain funding position in respect of the community centre facilities, the proposals are considered to satisfy the requirements of the development plan in respect of community infrastructure.

Sustainability and Climate Change Mitigation

Policy Context - Energy

Section 10 of the NPPF seeks to promote low carbon and renewable energy, including decentralised energy. This includes requiring local planning authorities to have a positive strategy to delivery low carbon and renewable energy infrastructure and for these matters to be considered as part of any planning application.

Policy 5.2 of the London Plan (Minimising Carbon Dioxide Emissions) requires new development to minimise carbon emissions in accordance with the energy hierarchy of be lean (use less energy), be clean (supply energy efficiently) and be green (use renewable energy). The policy sets targets for carbon emission reductions, with a 40% reduction required relative to the 2010 Building Regulations for both residential and non-residential development (this is equivalent to a 35% reduction over the more recent 2013 Building Regulations). The policy outlines the requirements for energy statements and indicates that the carbon reduction targets should be met on-site.

Policy 5.5 of the London Plan (Decentralised Energy Networks) requires developers to prioritise connection to existing or planned decentralised energy networks where feasible, with Policy 5.6 of the London Plan (Decentralised Energy in Development Proposals) requiring the evaluation of the feasibility of Combined Heat and Power (CHP) systems in new developments and where such a system is appropriate, the examination of opportunities to extend the system beyond the boundary to adjacent sites. The policy also requires development to prioritise connection to existing heating and cooling networks, followed by a site wide CHP network, and lastly communal heating and cooling.

Policy 5.7 (Renewable Energy) requires new development to provide a reduction in expected carbon emissions through on-site renewable energy, where feasible. The supporting text to the policy indicates there is a presumption that the reduction achieved through on-site renewable energy will be at least 20%.

Harrow Local Plan policy largely cross-refers to the London Plan requirements with respect to carbon emissions (see Core Strategy Policy CS1 (T), Policies DM12 Sustainable Design and Layout, DM13 Decentralised Energy, and DM14 Renewable Energy Technology). Within the Harrow and Wealdstone AAP, Policy AAP4 (Achieving a High Standard of Development throughout the Heart of Harrow) also cross-refers to the London Plan. Policy AAP10 (Harrow and Wealdstone District Energy Network) recognises that the nature and scale of development envisaged within the AAP area is likely to be conducive to the establishment of a district energy network and requires all new development to prioritise connection to existing or planned decentralised energy networks, where feasible. Where such a network is not feasible at present, development

proposals should ensure the design of the development would facilitate connection in the future. Furthermore, the policy requires that all new major development includes on-site heating and cooling networks linking all buildings on-site and prioritising CHP where applicable and served by a single energy centre. The policy establishes a hierarchy for the selection of heating and cooling systems, as follows: connection to existing CCHP/CHP distribution networks; site-wide CCHP/CHP powered by renewable energy; gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables; communal heating and cooling fuelled by renewable sources of energy; and finally, gas fired communal heating and cooling.

Assessment - Energy

The applicant has submitted an energy statement outlining the energy strategy for the overall development and including both the residential and non-residential elements of the proposal. The nature of the application, being for outline planning permission, means that the energy statement needs to make a number of assumptions with respect to the building form, layout, phasing and construction timetable, and utilises a number of benchmarks (particular for non-residential elements) rather than detailed modelling; such an approach is considered reasonable.

Proposed measures to reduce energy demand (the 'be lean' / first element of the energy hierarchy) include high levels of insulation and low air permeability (both better than that required by the 2013 Building Regulations), a combination of natural ventilation (with openable windows) and mechanical ventilation with heat recovery, advanced heating controls, low energy lighting, and smart meters. These measures will provide a 3% reduction in carbon emissions, relative to the 2013 Building Regulations.

Heating will be delivered site-wide using a district heating network powered by gas-fired combined heat and power (CHP) engines, which will serve the majority of the buildings from a single energy centre, located adjacent to the retail car park on the south-eastern corner of the site. Two CHP engines will be used, allowing the heating system to be scaled-up as the development is built-out. A small temporary energy centre will be required for Phase C (the area in the north-western corner of the site) until Phase D is released by Kodak. The temporary energy centre site will then become green space within the commercial area when Phase C and D are connected to the main energy centre. The district heating network / CHP will reduce carbon emissions by 34% relative to the 2013 Building Regulations.

The energy statement considers a number of potential renewable energy technologies (the third and final element of the energy hierarchy), including solar thermal, solar photovoltaic (PV), ground, air and water source heat pumps, biomass boilers / CHP, waste-to-energy and wind-power. The statement indicates that the preferred renewable energy source is solar PV in a number of limited locations, namely for a number of commercial units on their roof spaces. The carbon emission reductions achieved through renewable energy is 1% relative to the 2013 Building Regulations baseline.

The total carbon emissions reductions achieved through the proposals in the energy statement is 37%. This exceeds the required 35% reduction (relative to the 2013 Building Regulations) and therefore meets the overall policy requirement. The energy strategy seeks to prioritise energy demand reduction measures first, with these achieving carbon emissions reductions better than that required by the 2013 Building Regulations, thereby meeting the London Plan preference that the emissions levels required by the Building Regulations are met through energy-efficiency measures alone.

The proposed site-wide district heating network powered by gas-fired CHP engines achieves significant carbon emissions reductions (34-36%). Its provision is supported as it meets the policy requirement that communal heat and power networks are provided.

As the largest land component of allocated site AAP 2 and in the context of the aforementioned policies of the London Plan and Local Plan, the energy statement for Harrow View East recognises that there is potential scope to connect the site with the adjacent Harrow View West site (i.e. extending it beyond the application boundary) and that the energy centre and associated infrastructure should be designed to enable the proposed site-wide network to be extended to serve at least Harrow View West. Such an arrangement may however prove problematic in the short term, as the Kodak factory separates the main energy centre from the Harrow View West scheme and consequently the temporary energy centre in the north-western corner of the site may need to be sized to enable Harrow View West to be connected.

It is considered that a Planning Obligation should be sought requiring the proposed on-site energy centre to be design with sufficient space and that an agreed route for infrastructure to the boundaries of the site to ensure that it would be technically feasible to extend the proposed combined heat and power network to serve the remainder of the allocated site and beyond.

The energy statement also recognises that the Council is preparing an energy master plan to fully consider the feasibility of establishing a district energy network within the Harrow and Wealdstone AAP area (i.e. the London Plan opportunity area / Housing Zone), consistent with the commitments given in the Core Strategy and the AAP. This work will be complete by the end of 2015 and will address the technical and economic feasibility of establishing such a network. Should such a network be demonstrated to potentially feasible, more detailed work would be undertaken with respect to designing and procuring construction of the network. The Harrow View East scheme will need to be designed to enable future connection to any district energy system and depending on the phasing of the development and the provision of any future district energy network, this connection may be possible from the outset.

Although it is assumed that any future district-wide network would serve this most significant development site within the AAP, there is no certainty at this point in time as to the viability, design and timetable for installation of such a network. What can be stated with greater certainty, however, is that the operational feasibility of providing a local network is likely to be diminished if, in the meantime, the opportunity to link-up major mixed-use developments such as the Harrow View East site is permanently lost.

Accordingly, it is considered that a Planning Obligation should also be sought requiring that an agreed route for infrastructure to the boundaries of the site, to ensure that it would be technically feasible to extend the proposed combined heat and power network to enable a connection to any future district-wide decentralised energy network. Furthermore, the obligation would include a commitment by the developer to make reasonable endeavours to co-operate with the Council (or its agent) to agree terms pursuant to a connection between the site-wide CHP system and a future district-wide decentralised energy network.

Policy requirements - Sustainability

The NPPF seeks to achieve sustainable development. London Plan Policy 5.3 requires

that development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. It outlines broad considerations that developments should address, including minimising carbon emissions, avoiding overheating, making the efficient use of resources, minimising pollution and the generation of waste, avoiding the impacts from natural hazards, ensuring developments are comfortable and secure, using sustainable materials and promoting and protecting biodiversity and green infrastructure. The Policy notes that all aspects of the London Plan contribute to the sustainability of developments. Core Strategy Policy CS1 and Development Management Policy DM12 (Sustainable Design and Layout) articulates the principles of sustainable development at a local level.

The Code for Sustainable Homes and the Building Research Establishment Environmental Assessment Method (BREEAM) are recognised means of assessing the sustainable design and construction credentials of new residential and non-residential development respectively. It should however be noted that as part of the new National Housing Standards, the Code for Sustainable Homes has been cancelled and apart from 'legacy' cases, no further Code for Sustainable Homes certifications will be issued. The carbon reduction requirements outlined earlier translate into Code for Sustainable Homes Level 4 and BREEAM 'Excellent'.

Assessment Sustainability

The applicant has submitted a detailed Sustainability Statement with the application. The statement indicates that the residential elements of the scheme will achieve Code for Sustainable Homes Level 4 (although no formal certification will be sought) and the non-residential elements will achieve an 'Excellent' rating against the BREEAM 'New Construction' scheme. The Statement provides a detailed assessment of the scheme against the Mayor's Sustainable Design and Construction SPG, as well as providing pre-assessments against the Code for Sustainable Homes and BREEAM 'New Construction'.

Many of the issues covered by the Sustainability Statement are assessed in detail elsewhere in this Committee report (i.e. energy, flooding / drainage, transport etc). In general terms, the proposal is considered very sustainable. It provides a wide mixture of complementary uses and infrastructure, and is located in a highly sustainable location within close proximity to the Harrow and Wealdstone Station and Wealdstone District Centre. It is located on brownfield land, proposes a significant greening of the site through the provision of a green link through the site and green roofs where possible (estimated to be 20% of roof space), and makes efficient use of land through a density appropriate to its location and setting. It seeks to minimise carbon emissions through an energy strategy that applies the energy hierarchy (refer to detailed energy section of this report). It promotes water efficiency by meeting the new national housing standard of 110 litres per person per day (equivalent to 105 litres internal use, with an allowance of 5 litres for external use). A Drainage Strategy has been prepared that outlines a range of Sustainable Drainage (SUDS) measures (refer to flooding section of this report). The statement indicates that intrusive ground conditions will be undertaken and land remediated as necessary. Air pollution is minimised through the provision of a single energy centre. Measures are proposed to address any noise, light and water pollution issues.

The Code for Sustainable Homes and BREEAM pre-assessments further document the proposal's sustainable design and construction measures. The achievement of Code Level 4 and BREEAM 'Excellent' meets policy requirements, noting however that only

the non-residential elements of the scheme can be conditioned to achieve BREEAM 'Excellent' as the Code for Sustainable Homes no longer formally operates.

Flood Risk and Drainage

Policy Context

London Plan Policy 5.12 *Flood Risk Management* states that development proposals must have regard to measures proposed in Catchment Flood Management Plans. It is noted that the EA's Thames Catchment Flood Management Plan (2009) focuses on the adaptation of the urban environment to increase resistance and resilience to flood water, and that this objective informed the preparation of Harrow's Local Plan policies on flood risk management.

Core Strategy Policy CS1 U undertakes to manage development to achieve an overall reduction in flood risk and increased resilience to flood events. Policy AAP9 of the AAP calls for major development to: reduce surface water run-off; utilise sustainable drainage systems; ensure adequate arrangements for management and maintenance of on-site infrastructure; use appropriate measures to prevent water pollution; and where appropriate, demonstrate that the proposal would be resistant and resilient to flooding from all sources.

London Plan Policy 5.13 states that development should utilise sustainable urban drainage systems (SUDS) and should aim to achieve greenfield run-off rates and this objective is reiterated in Policy AAP9. Policy 5.13 of the London Plan sets out a drainage hierarchy to manage surface water run-off as close to its source as possible.

Appraisal

A Flood Risk Assessment (FRA) has been submitted based on the indicative masterplan that accompanies the outline application. Although the part of the site to be developed falls within flood zone 1, due to the site area of 16.65 hectares, the development has the potential to generate a large amount of surface water. The FRA seeks to demonstrate how surface water management and drainage is integrated as a key consideration in the development of the scheme, with surface water storage and SUDS strategies included in the document (as discussed above).

The Environment Agency (EA) has raised no objection to the proposal but has recommended condition as stated under the consultation section of this report.

The Council's Drainage Engineer has confirmed that the FRA is unsatisfactory, as the overall surface water discharge rates are too high and would not meet the current requirement of 5l/s/ha. In addition to this the proposed drainage catchment points need to be reviewed given the demand on the public sewer (towards Wealdstone) during heavy rainfalls have led to localised flooding in the area. Notwithstanding this, as this application is in outline form with all matters reserved, it is considered that the detailed drainage strategy including SUDS can be required by condition. Subject to these conditions, the proposal would not increase the risk of flooding on the site or elsewhere and the proposals would therefore accord with the expectations for consideration of flood risk contained within the NPPF, and the requirements of Core Strategy policy CS1 and policy AAP9 of the AAP.

Accessibility and Inclusivity

Policy Context

Policy AAP4 of the AAP, policy DM2 of the DMP and policies 3.5 and 3.8 of The London

Plan (2015) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.

Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Supplementary Planning Document *Accessible Homes* 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'.

Appraisal

As the application is submitted in outline, full details of site levels and designs of individual buildings are not before the Council for consideration at this stage.

However, the Design Guidelines set out the following objectives:

- Lifetimes home will be used as a standard for the detail design and construction stages.
- 10% housing will be adaptable to wheelchair housing standards.
- Sanitary provision will be made for all public uses and will meet BS6465 requirements, Approved Document M and BS 8300: 2009.
- Emergency egress strategy for people with disabilities will be ensured by suitable physical features and management procedures.
- Proposals will also be in compliance with The Disability Discrimination Act (DDA) 1995, in case of all public areas of the site including parking and entrance to buildings.

A condition is therefore recommended to ensure that an accessibility scheme is provided with each reserved matter application. It is also recommended that a condition is imposed to ensure that all dwellings comply with Lifetime Homes standards, with 10% Wheelchair Homes compliance.

Subject to these conditions, the proposed development will give rise to no conflict with the above stated policies.

Ecology and Biodiversity

The application is accompanied by an Environmental Statement (ES), which includes consideration of the ecological and biodiversity interests on the site. Policy CS1 of the Harrow Core Strategy seek to safeguard ecological interests and wherever possible, provide for their enhancement.

The ES concludes that there is no evidence of protected species within the application site, although there is a high potential for nesting birds (which receive legal protection) to be present in areas of scrub, amenity planting and trees and on ledges and underhangs of buildings.

The site is not located close to any nationally designated areas of ecological importance. Notwithstanding this, the proposed comprehensive redevelopment of the site represents an opportunity to greatly improve the biodiversity of the area and it is proposed to achieve this through the introduction of green open spaces, notably the Green Link. The introductions of landscaped green spaces to the Harrow View East site have the potential to greatly improve the ecological value of the site. Although this application does not include the land of the former sports grounds, the extant permission granted under P/3405/11, would also include a creation of a Green Link which would lead to a

large open space that connects to the Headstone Manor Recreation Grounds. It is considered that the Green Link and associated open spaces would significantly increase biodiversity and ecological value of this site, given that the current site as an industrial land has no ecological benefits.

The Council's Biodiversity Officer is satisfied that the surveys carried out in relation to protected species such as bats are adequate. Conditions are recommended in relation to habitat creation and enhancement as set out at the end of this report, as well as in relation to the mitigation of possible impacts from construction activity, as recommended by the ES. Subject to these conditions the proposal is considered to result in an improvement in terms of biodiversity, in line with the requirements of paragraphs 109 and 118 of the NPPF and the Core Strategy, policy 7.19 of The London Plan, policy AAP12 of the AAP and policies DM20 and DM21 of the DMP.

Land Contamination and Remediation

The NPPF (paragraph 121) requires LPAs to ensure that the site is suitable for the new uses proposed, taking account of ground conditions including pollution arising from previous uses. Adequate site investigation information, prepared by a competent person, should be presented. In the absence of a specific policy within the Harrow and Wealdstone AAP, this reflects the requirements of policy DM15 of the DMP, which also requires an investigation of the hazards posed and appropriate.

The application is accompanied by a Remediation Strategy (RS), which summarises the extent of the land contamination on the site that has arisen from over a century of industrial activities. The RS has been developed based on environmental information for the site obtained during various ground investigations. The report also acknowledges that further information will be obtained during demolition and site clearance and the recommendations include provision for dealing with any unexpected contamination encountered. A number of recommendations are also made for dealing with the contamination, including mitigation or removal of localised areas of contamination and the installation of an inert cover system to gardens, landscaped areas and public spaces to prevent exposure of contaminants in soils.

The RS concludes that the site can be made suitable for the proposed mix of uses, subject to the recommendations set out in the strategy being carried out, which would be subject to approval by the Regulators. The abstraction wells on the site would be decommissioned in consultation with the Environment Agency (EA).

The EA and the Council's Environmental Health department have reviewed the RS and consider it to be satisfactory. A number of conditions have been suggested, including one relating to piling of foundations (for which particular care will be required to ensure that the integrity of local property interests beyond the site is not compromised). Subject to compliance with these conditions, it is considered that the site can be made safe for future end users (residents, employees and the general public) and the proposal is therefore considered to be acceptable in this regard.

Air Quality

Policy 7.14B of the London Plan seeks to minimise exposure to existing poor air quality and make provision to address local problem of air quality. It goes on to state inter alia measures to reduce emissions during demolition and construction; proposals to be 'air quality neutral' and not to lead to further deterioration in air quality; ensure on-site provision of measures to reduce emissions; and assessment of the air quality

implications of biomass boilers. Policy DM1 (D.h) of the DMP also reinforces the view of assessing the impact of proposal on *inter alia* vibration, duct and air quality.

The submitted ES addresses issues relating to air quality and the Council's Environmental Health Officer is satisfied with this assessment, subject to the imposition of conditions. The assessment acknowledges that traffic volumes on local road roads would increase by a small amount and has determined that the overall operational air quality effects of traffic associated with the development would lead to an imperceptible to small increase in concentrates of fine particle matter at all existing receptors, and the impacts will be negligible. Likewise the will be imperceptible to small increase in nitrogen dioxide at all receptors. Assuming that vehicle emissions would reduce between 2014 and 2026, the impact would be negligible at most receptors and slight adverse at three receptors (1-12 Warwick Court, Princess Drive; 1 High Street; and Goodstone Court, Headstone Drive). Without a reduction in vehicle emissions over this period, the impacts will be negligible to slight adverse at most receptors, but moderate adverse at four receptors (115 Headstone Drive; 1-8 Danes Gate; 1-12 Warwick Court, Princess Drive; and Goodstone Court, Headstone Drive).

In terms of dust arising from construction activity, subject to there being a package of mitigations measures put in place during construction, the ES concludes that the impact would not be significant.

The impacts of the proposed energy centre uses are also determined to be of negligible significance. No Air Quality Standards Objective would be exceeded as a result of the proposals. No assessment has been undertaken with regard to temporary energy centre in Phase C. This should be conditioned should it come forward as part of Phase C. The assessment has also determined that the Kodak factory operations undertaken alongside early development phases would be unlikely to lead to any significant impact upon the ait quality at the new residential properties on-site.

As discussed above in appraisal section 7, a number of mitigation measures are sought, including measures to encourage the use of sustainable modes of transport. The successful implementation of these measures would help to reduce emissions from traffic and it is concluded that the impact of the development would be negligible in this regard.

It is therefore considered that the proposed mitigation measures would ensure that the development would lead to a further deterioration of air quality in this air quality improvement area. The proposal would therefore comply with the NPPF and London Plan policy 7.14 and policy DM1 of the DMP in this regard.

Trees and New Development

Policy CS1 of the Harrow Core Strategy and the specific AAP proposals for the site also recognise the need to consider existing mature trees on this site in the proposed redevelopment. The site specific guidance in the AAP states that 'existing mature trees should be considered for retention and integration with proposals along Headstone Drive and Harrow View edges'.

It is noted that there are a number of existing trees within the development site, mostly located along the boundaries of Harrow View and Headstone Drive and many are covered by Group Tree Preservation Orders (TPOs), TPO 875 for Harrow View and Group and individual TPOs along Headstone Drive TPO 874. The ES sets that out of the

103 trees surveyed on or around the application site, 47 were of moderate quality, 48 were of low quality, 2 were low quality or unsuitable for retention and 6 were unsuitable for retention. The existing trees in the main are located along the boundaries of the site. The submitted Arboricultural Impact Assessment states that the row of boundary lime trees along Harrow View would be retained, but would need to be re-pollarded. It also acknowledges that mitigation would need to be put in place to ensure that there is no harm to the retained trees, which can be dealt with at the detailed design stage.

The Council's Landscape Architect has advised that existing trees need to be retained where possible and any proposed removal or tree pruning works would be part of the reserved matters and applications. The Arboricultural Impact Assessment Report would be acceptable. A site specific tree protection plan and method statement would be required under the Reserved Matters. Subject to the imposition of such conditions and in view of the overall landscape benefits that the scheme would bring, it is considered that the loss of the trees on the site as recommended by the assessment would give rise to conflict with the above stated policies.

Equalities Impact

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy AAP 4 of the AAP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

The majority of the site would be developed in a simple block structure, which is typical of the area. The Design Guidelines include stipulations that buildings with active frontages should surround the principal public spaces in the development and the illustrative masterplan indicates that an acceptable residential layout can be provided in terms of natural surveillance of streets, spaces and parking courtyards. Further consideration will be given to this issue at reserved matters stage.

It is considered that detailed information relating to Secured by Design measures can be requested by condition. Conditions are also recommended to ensure that the public open spaces, are adequately lit and further consideration of the layout of these spaces will be undertaken on consideration of reserved matters applications. It is therefore considered that an acceptable arrangement can be provided throughout the scheme and the proposal would therefore not increase the risk or fear of crime.

Statement of Community Involvement

The NPPF, Localism Act and the Council's Statement of Community Involvement

encourage developers, in the case of major applications such as this to undertake public consultation exercise prior to submission of a formal application.

Prior to the submission of this application, the applicant held Public Exhibition events on the 17th and 18th April 2015. A notification of the event was made via press release, including placing an advert in the local Harrow Times. Letters were also sent out to those that had signed up at previous consultations events. A total of 160 people attended this public event, which included ward Councillors and from this event 29 written responses were received. Feedback from this event showed the most common topic to be traffic, design of development, impact on infrastructure and also included many positive comments.

The Council also sent out letters of consultation to local residents in the surrounding area inviting them to make representations on the proposed development.

The applicant has sought to encourage public consultation in respect of the proposal in line with the guidance set out in the NPPF and the Localism Act.

S.106 Obligations and Infrastructure

The heads of terms of the section 106 agreement have been set out above. The broad headings and contributions are considered reasonable and justified in accordance with the requirements in Regulation 122 of the Community Infrastructure Levy Regulations on the use of planning obligations, i.e. that they need to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

These are considered necessary to make the application acceptable, in accordance with policy 3.2 of The London Plan 2015 and policies CS1.Z/AA and CS2.Q of the Harrow Core Strategy 2012.

Consultation Responses

Objections

- *Traffic and noise pollution – even without development traffic in area is bad*
- *Impact on parking in the area – in particular Courtney Avenue*
- *Impact on road by large construction traffic*
- *Impact on traffic in Headstone Drive*
- *Lack of transparency in the methodology used for trip calculations and junction capacity*

The above issues have been addressed in the appraisal above. The Council's highways Authority have no objection to the proposal subject to monies being secured via the section 106 agreement to undertake highways and pedestrian improvement works along Harrow View, Headstone Drive, Cecil Road and High Street/ Ellen Webb Drive junction.

- *Impact on bus services*
The proposal will include contributions towards increasing bus services
- *Resulting noise, fumes, smells and glare from headlights from the access points in Headstone Drive.*

The detailed design of the access point would be considered as part of the reserved matter application.

- A safer pelican crossing will definitely needed to protect pedestrians
This would be included in the programme for highways improvement in the area which would be secured via the section 106 contributions
- *Anti-social behaviour*
The detail design of the development would come forward as part of a reserved matters application, which would consider the impact of the development in terms of crime and disorder.
- *Transform the area into an ugly, concrete jungle*
- *Blight the landscape with further development of housing, officers, shops etc.*

The details design of the development would be considered at the reserved matter stage. However, the applicant has submitted a set of design guidelines to inform the type of development that could come forward. As noted in the appraisal above, Officers consider that the development can achieve a high standard of design.

- *Harrow Council should be working on strategy to attract people to the area, make it an affluent, desirable area to live*
Officers consider that through a high quality mix use development this can be achieved
- *No provision for senior school – all senior schools are at capacity*
- *Not against the development but needs senior school provision*
The proposed development would be financially contribution towards off-set education via the Council's Infrastructure Levy. However, there is a new high school being brought forward on the former Teachers site in Cecil Road as part of the Whitefrairs School expansion which would create an all through school. Furthermore, the Council is working with the Education Funding Authority on schools expansion project across the borough which also includes senior schools.
- *Far too great density*
- *Too many flats*
- *Site needs to include far more car parking for residents in the context of housing in a suburban environment*
- These matters have been addressed in the appraisal above.
- *Transport assessment in relation to public transport is poor*
TFL have raised no objection to the proposal subject to the securement of appropriate contribution as discussed in the above.
- *The facilities provided for local community should double*
The extant permission included on-site community provision which was considered to be greater in floor space than what the actual development required. This current proposal would see an increase in density, but as discussed in the appraisal above, the level of on-site community provision would still be more than adequate to serve the development as well as the wider community.

- *Existing Kodak building should not be used as a benchmark to scale and height*
- *Maximum height should be keep to an appropriate height*
The scale of development has been addressed in the appraisal above.
- *Consultation with the local community has been poor*
The applicant had undertaken public engagement events prior to submitting this application.
- *Concerned with noise during construction*
- *Dust pollution*
Details to ensure that noise and dust pollution is minimised during construction would be secured by condition.
- *Is the existing wall along the northern boundary to remain*
This would be considered as part of a detailed reserved matter application relating to Phase C of the Masterplan. The site boundary wall is in the ownership of the Kodak site and there is nothing prohibiting the current occupiers from removing this wall.
- *Proposal to build so much housing on the site is a wasted opportunity – should be used to create a business park for Harrow*
This has been addressed in the appraisal above.
- *Limited information on construction traffic*
- This would be secured through an appropriate condition
- *Better evidence needed on how the primary school will service the needs of double the number of homes.*
The child yield ratio arising from the development has been calculated in line with the Council's adopted methodology and it is considered that the 3 form entry would be more than adequate to serve the needs of the development as well as providing additional school places for the local community.
- *Impact on health services*
The site would include provision for on-site health care provision to serve the development
- *Impact on flooding*
- This has been addressed in the appraisal above. Appropriate conditions would be imposed to ensure that the development meets the local drainage authorities requirement and that the development does not give rise to flooding on and off site.
- *School would be better placed on the West side near open space*
As part of the extant outline application P/3405/11, the location of the school would be considered in great length and it was considered that the siting of the school would be most appropriate on the East side of the land. Furthermore the current proposal would include provision of open space that the whole development would have access to.
- *Inadequate pool facility in the area*
The proposal does include provision for on-site leisure facility – although the intended user of such facilities is unknown at this stage. Notwithstanding this the site does

benefits from access to nearby pool facilities at Harrow Leisure centre and the Hatch End Swimming centre.

- *Will the open space for children be safe*
This would be considered as part of the detailed reserved matter application.
- *Some of development may lead to wind tunnels*
The illustrative plans show the siting of the taller elements of the development are spaced appropriately – however the detailed layout of the development is not before the Council and this would be considered at a detailed reserved matters stage to ensure that the taller buildings are adequately spaced out.
- *Where are cyclists riding to and from*
Once the all phases of the masterplan are complete the green link would provide access from Wealdstone to Harrow View.
- *Extra demand on infrastructure*
As noted above the proposed development would make provision for on-site facilities, where such cannot be met on site, appropriate contributions would be made for off-site provision through the section 106 and the Borough CIL.
- *School does not have sufficient space for sport facilities*
The proposed school would also include the provision of a multi-use games area (MUGA).

Support

- *The on-going generation could benefit from this very worthwhile planning application*
- *Much needed to the local community – it will revive the immediate local area*
- *Support proposal – but why is the chimney staying – it is an eyesore*
Officers consider that the retention of the chimney and power house is an important feature in terms of recognising Harrow's industrial heritage.

CONCLUSION

The comprehensive appraisal above, including consideration of the Environmental Information submitted with the application, concludes that on balance, and subject to appropriate controls and contributions towards new infrastructure that will acceptably mitigate the impact arising, the proposal should be supported.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan (consolidated with all alterations since 2011)2015, the Harrow Core Strategy 2012, the Harrow and Wealdstone Area Action Plan 2013 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

CONDITIONS

General Conditions

- 1 The development shall be begun not later than three years from the date of this permission or two years from the final approval of the first Reserved Matters application, whichever is the later.

REASON: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2 Approval of the details shown below (the Reserved Matters) for each phase of development shall be obtained from the local planning authority in writing before any development in that phase is commenced:

- a) layout
- b) scale
- c) appearance
- d) access
- e) landscaping

REASON: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

3 No applications shall be submitted later than twelve years following the date of this permission for the approval of Reserved Matters in respect of all the built accommodation in the development hereby permitted.

REASON: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

4 No Reserved Matters approval shall be implemented more than twelve years from the date of this permission or two years from the date of the final approval of any Reserved Matters application, whichever is the later.

REASON: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

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

Parameter Plans: HV(00)AP101, HV(00)AP102, HV(00)AP103, HV(00)AP104 REV A

Application Plans: HV(00)AP001, HV(00)AP002, HV(00)AP003 and HV(00)AP004.

Design Guidelines (June 2015).

Development Specification (June 2015).

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

Pre-commencement – To be submitted with reserved matters

6 Notwithstanding the phasing of the development hereby approved, a Phasing Strategy shall be submitted to, and approved in writing by, the local planning authority prior to commencement of each phase of the development hereby permitted. The Phasing Strategy shall be implemented as approved.

REASON : To ensure that the development contributes adequately towards the mitigation of the impacts of the development in terms of education, community facilities and sustainable energy generation, in line with the principles set out in the approved Energy Statement, in accordance with the NPPF, policies 3.18, 5.2, 5.3, 5.5, 5.6, 5.7, 5.10 and 5.11 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012), policies AAP3 and AAP4 of the Harrow and Wealdstone Area Action Plan (2013) and policies DM46 of the Development Management Policies Local Plan (2013).

7 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, scale, appearance and landscaping shall be accompanied by an urban design report which explains the approach to the design and how it addresses the relevant Design Guidelines for that phase. This document should also include measures to minimise the risk of crime in a visually acceptable

manner and meet the specific security needs of that phase of development.

REASON : To ensure good design throughout the development in line with the principles set out in the approved Design Guidelines (June 2015), including protection of the character and appearance of the wider area, including local views, in accordance with the Environmental Impact Assessment, in line with the objectives of the NPPF, policies 7.4, 7.5, 7.6 and 7.8 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012), policies AAP3 and AAP4 of the Harrow and Wealdstone Area Action Plan (2013) and Section 17 of the Crime & Disorder Act 1998.

8 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, scale and appearance shall be accompanied by a detailed Energy Strategy for that phase. The Energy Strategy shall explain:

- (a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;
- (b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of Reserved Matters are submitted;
- (c) the specification for any green and/or brown roofs;
- (d) how energy shall be supplied to the building(s), highlighting:
 - i. how the building(s) relate(s) to the site-wide strategy for district heating incorporating tri-generation from distributed combined heat and power; and
 - ii. any other measures to incorporate renewables.
- (e) how the building(s) have been designed to achieve at least the minimum requirement under BREEAM (or an equivalent assessment method and rating) prevailing at the time the application(s) for approval of Reserved Matters are submitted.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the development contributes to climate change mitigation by meeting the highest standards of sustainable design and construction and achieving an adequate reduction in carbon dioxide emissions from onsite renewable generation, in accordance with the Environmental Impact Assessment, in line with the principles set out in the approved Energy Statement, in accordance with the NPPF, policies 5.2, 5.3, 5.5, 5.6, 5.7, 5.10 and 5.11 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012), policies AAP4 and AAP10 of the Harrow and Wealdstone Area Action Plan (2013) and policy DM12 of the Development Management Policies Local Plan (2013).

9 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, scale, appearance and landscaping of the public realm shall be accompanied by a detailed Ecology and Biodiversity Strategy for that phase. The Ecology and Biodiversity Strategy shall explain:

- (a) the incorporation of bird boxes, bat roosts and other wildlife features on buildings;
- (b) the creation of wildlife habitats within the public realm, integrated into the detailed SUDS designs (i.e. standing and running water, grassland, log piles, green/brown roofs); and
- (c) the management arrangements for these features.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the Environmental Impact Assessment, in accordance with the NPPF, policy 7.19 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012), and policy AAP12 of the Harrow and Wealdstone Area

Action Plan.

10 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission shall be accompanied by a detailed Construction Environmental Management Plan (CEMP) for that phase. This document shall explain or include:

- (a) the proposed Best Practice Measures (BPM) to be implemented during construction to suppress dust and minimise noise and vibration associated with demolition/building works;
- (b) a full detailed noise and vibration assessment;
- (c) the measures proposed to reduce and remove risks to the water environment and reduce flood risk during construction;
- (d) a full Construction Logistics Plan, which demonstrates how the impact of construction vehicles would be minimised;
- (e) details of proposed hours of work for construction activity; and
- (f) a summary of how the measures proposed address the mitigation identified in the Environmental Impact Assessment.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the likely impacts on the highway network and amenities of neighbouring occupiers from noise, vibration, dust, pollution and traffic congestion during the construction phase of the development are minimised, in accordance with the Environmental Impact Assessment, in accordance with the NPPF, policies 6.3, 7.14 and 7.15 of The London Plan (2011 (2015)), policy CS1 of the Harrow Core Strategy (2012) and policy AAP19 of the Harrow and Wealdstone Area Action Plan.

11 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, scale and appearance (excluding where housing is not proposed) shall be accompanied by a detailed Housing Schedule for that phase. This document shall explain:

- (a) the type and mix of units proposed;
- (b) whether the units are to be provided as affordable or not and if so what tenure;
- (c) the gross internal floor areas (sqm) of each dwelling; and
- (d) the number, mix and tenure of all residential units known at the time of submission of the reserved matter.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the development provides an appropriate mix and quality of housing, as well as providing an appropriate amount and mix of affordable housing having regard to the relevant viability assessment, in accordance with the NPPF, policies 3.5, 3.8 and 3.12 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy AAP13 of the Harrow and Wealdstone Area Action Plan (2013).

12 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout and scale shall be accompanied by a detailed Daylight and Sunlight Assessment for that phase. This document shall explain:

- (a) the impact of the proposed development on daylight and sunlight to neighbouring properties;
- (b) the impact of the proposed development on daylight and sunlight to properties within the development itself;

REASON : To ensure that the development has an acceptable impact on neighbouring residents and future occupiers in terms of daylight and sunlight, in line with the recommendations set out in the submitted Daylight Sunlight report, in accordance with policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013) and policy DM1 of

the Development Management Policies Local Plan (2013).

13 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout and landscaping shall be accompanied by a detailed Surface Water Drainage Strategy for that phase. This document shall explain:

- (a) the proposed use of Sustainable Urban Drainage Systems (SUDS) to manage surface water run-off, including the provision of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands;
- (b) surface water attenuation, storage and disposal works, including relevant calculations;
- (c) works for the disposal of sewage associated with the development.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk, in accordance with the Environmental Impact Assessment, in line with the recommendations of the NPPF, policy CS1 of the Harrow Core Strategy (2012) and policy AAP9 of the Harrow and Wealdstone Area Action Plan (2013).

14 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, access and landscaping shall be accompanied by a detailed Accessibility Strategy for that phase. This document shall explain:

- (a) how the proposed public realm areas would be accessible to all, including details of finished site levels, surface gradients and lighting;
- (b) how each non-residential building would be accessible to all, including details of level access and internal accommodation arrangements;
- (c) that each of the residential dwellings would comply with Lifetime Homes standards, with 10% Wheelchair Homes compliance.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the development is accessible and inclusive to all, in line with the recommendations of policies 3.8 and 7.2 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012), policies AAP3 and APP4 of the Harrow and Wealdstone Area Action Plan (2013) and policy DM2 of the Development Management Policies Local Plan (2013).

15 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, access, appearance and landscaping shall be accompanied by a detailed Lighting Strategy for that phase in line with the Code of Practice for the Reduction of Light Pollution issued by the Institute of Lighting Engineers. This document shall explain:

- (a) the lighting proposed for public realm areas and streets, including relevant justification;
- (b) the proposed external building lighting.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the development is adequately lit in order to minimise the risk and fear of crime, whilst ensuring that the proposed lighting would not unduly impact on local character, amenity or biodiversity, in line with the recommendations policies 7.3 and 7.19 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013).

16 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, access and landscaping shall be

accompanied by a detailed Refuse Strategy for that phase. This document shall explain:

- (a) the storage and disposal arrangements for refuse and waste associated with private buildings, including vehicular access thereto;
- (b) the storage and disposal arrangements for refuse and waste associated with proposed public realm areas, including vehicular access thereto;
- (c) the hours of proposed waste collection; and
- (d) the proposed Waste Management Plan for public realm areas.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that adequate refuse storage and disposal facilities are provided, in the interests of local character and amenity, in line with the recommendations of policy CS1 of the Harrow Core Strategy (2012) and policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013).

17 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout, scale and appearance shall be accompanied by a detailed Noise and Vibration Mitigation Strategy for that phase. This document shall explain noise attenuation measures for the proposed uses, including noise barriers, specified glazing and ventilation and orientation/layout of buildings and amenity areas.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the new buildings in the development have adequate provision against noise and vibration from existing sources and new sources within the development, in accordance with the Environmental Impact Assessment, in line with the recommendations of the NPPF, policy 7.15 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy DM1 of the Development Management Policies Local Plan (2013).

18 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission shall be accompanied by a detailed Arboricultural Report for that phase. This document shall explain the methodology to be used and put in place to protect the retained trees on the relevant part of the phase during the course of the development. If any trees are to be removed, lopped or topped, a full justification must be provided within the Arboricultural Report. This document shall also explain the total numbers of trees to be removed, together with details of proposed replacement tree planting, to ensure an overall increase in the number of trees across the site. The development shall be implemented out in accordance with detailed agreed.

The development shall be carried out in accordance with the details so agreed.

REASON : To safeguard the character and appearance of the area and to enhance the appearance of the development, in line with the requirements of policy 7.21 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy DM22 of the Development Management Policies Local Plan (2013).

19 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout and landscaping shall explain the approach to the landscaping for that phase in relation to the landscape principles set out in the Design and Access Statement and Design Guidelines (June 2015), including planting plans, a schedule of plants, including plant sizes and proposed numbers, as well as details of hard landscape materials, boundary treatments and street furniture.

The development shall be carried out in accordance with the details so agreed.

REASON : To safeguard the character and appearance of the area and to enhance the appearance of the development, in accordance with the Design and Access Statement and Design Guidelines (June 2015), in line with the requirements of policy CS1 of the

Harrow Core Strategy (2012) and policy AAP4 of the Harrow and Wealdstone Area Action Plan (2013).

20 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission relating to layout and access shall be accompanied by a detailed Transport Strategy for that phase. This document shall explain:

- (a) a detailed Parking Management Strategy for that part of the development (including car club provision);
- (b) details of cycle parking provision for each of the proposed uses;
- (c) details electric car charging points (active and passive);
- (d) details of pickup and drop off facilities for the primary school (in applications relating to the primary school only);
- (e) details of motorcycle and scooter parking;
- (f) details of pedestrian and cycle routes throughout that part of the scheme and how this relates to the overall site-wide approach as set out in the Design Guidelines;
- (g) details of pedestrian and vehicle signage and wayfinding within the development;
- (h) details of enforcement procedures for parking offences on unadopted roads;
- (i) a full multi-storey car park management plan where applicable;
- (j) a summary of how the approach relates to the original Transport Assessment; and
- (k) a summary of how the proposed Strategy relates to the Travel Plan to be submitted under the S.106 agreement.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that adequate levels of parking are proposed, that sustainable means of transport are encouraged and to ensure that no unacceptable increase in traffic movements result, in line with the recommendations of the Transport Assessment and Environmental Impact Assessment, in accordance with the NPPF, policies 6.3 and 6.13 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policies AAP19 and AAP20 of the Harrow and Wealdstone Area Action Plan (2013).

21 Applications for approval of Reserved Matters for each relevant phase submitted pursuant to this permission shall be accompanied by a detailed Levels Plan for that phase. This document shall explain details of the levels of the buildings, roads and footpaths in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site.

The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and land contamination, in accordance with the Environmental Impact Assessment, in accordance with the NPPF, policy 5.21 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policies AAP4, AAP9 and AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

22 Applications for the approval of Reserved Matters for each relevant phase shall include a detailed Open Space Strategy for the provision of open space which will ensure that on completion of each relevant phase that the amount of open space to be provided on each relevant phase is no less than that shown on drawing No. HVE(00)AP101. The details shall include any temporary landscape works (including any public art/ boundary detail) to be provided along the boundary of Phases A and D. The development shall be carried out in accordance with the Open Space Strategy and thereafter retained, unless otherwise agreed in writing.

REASON : To ensure adequate provision of open space within the development, to safeguard the character and appearance of the area and to enhance the appearance of the development, in accordance with the Design and Access Statement and Design Guidelines (June 2015), in line with the requirements of policy CS1 of the Harrow Core Strategy (2012), and policies AAP4 and AAP11 of the Harrow and Wealdstone Area Action Plan (2013).

23 Applications for approval of Reserved Matters of each relevant phase submitted pursuant to this permission shall be accompanied by a Site Waste Management Plan (SWMP) for that phase, in compliance with Best Practice Standards. This document shall explain:

- (a) how the requirement to recover at least 70% (by volume) of construction and demolition waste from landfill is to be met;
- (b) how demolition and excavation materials will be re-used or recycled as appropriate;
- (c) the arrangements for storage of materials to be recycled or re-used;
- (d) how materials are procured from sustainable sources wherever possible;
- (e) the designation of a 'Waste Champion', who will seek to minimise over-ordering and material spoilage, as well as ensuring the effectiveness of waste segregation; and
- (f) the provision of an on site Waste Management Centre.

The Site Waste Management Plan shall be implemented as approved.

REASON : To ensure that waste arising during the construction phase of the development is minimised, in accordance with the Environmental Impact Assessment, in accordance with the NPPF and policy 5.18 of The London Plan (2011 (as amended 2013)).

PRE COMMENCEMENT (PRE-DEMOLITION)

24 A) No development or demolition shall take place in each development phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in respect of that phase.

B) No development or demolition shall take place in each development phase other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) Each phase of development shall not be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON : Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the Environmental Impact Assessment and recommendations given by the borough, the NPPF, policy 7.8 of The London Plan (2015) policy CS1 of the Harrow Core Strategy (2012) and policy DM7 of the Development Management Policies Local Plan (2013).

25 A) No development shall take place in each development phase until the applicant has secured the implementation of a programme of archaeological recording of the standing historic buildings in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in respect of that phase.

B) No development or demolition shall take place in each development phase other than

in accordance with the Written Scheme of Investigation approved under Part (A).

C) Each phase of development shall not be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON : Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the Environmental Impact Assessment and recommendations given by the borough, the NPPF, policy 7.8 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy DM7 of the Development Management Policies Local Plan (2013).

26 No demolition of buildings or removal of trees or shrubs shall take place in any phase of development hereby permitted until up to date bat and breeding bird surveys are submitted and approved by the local planning authority for that phase of development. If evidence of bat or breeding birds are found prior to demolition, specific mitigation measures should be included in any submission for the written approval of the local planning authority. Development shall proceed in accordance with any approved mitigation measures.

REASON : No bat roosts/breeding birds were found on site in 2015, but could move into the area before construction commences and further surveys are therefore necessary to safeguard the ecology and biodiversity of the area, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 7.19 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy AAP12 of the Harrow and Wealdstone Area Action Plan (2013).

PRE COMMENCEMENT (POST DEMOLITION)

27 Prior to the commencement of each phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the local planning authority), the following components of a scheme to deal with the risks associated with contamination of that part of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A site investigation scheme, based on the Preliminary Risk Assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2015) and policy DM15 of the Development Management Plan Local Policies (2013). Information submitted so far has identified contaminants on site and further work has been proposed which needs to be completed.

28 Prior to the commencement of each phase of the development hereby permitted, a strategy for the provision of equipment for high speed wireless broadband access to serve the residential and working population of the relevant phase shall be submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved strategy.

REASON : To ensure that appropriate telecommunications equipment is embedded into the development without adversely affecting the character and appearance of the development, in line with the requirements of the NPPF and policy CS1 of the Harrow Core Strategy (2013).

PRE-OCCUPATION

29 Prior to first occupation of any phase of the development hereby permitted, a Public Realm Management Plan shall be submitted and approved by the local planning authority for that phase of development. This document shall include:

- (a) details of the contractual arrangement between the developer and the management company;
- (b) details of a scheme for waste management in the public realm;
- (c) details of proposals for landscape management in the public realm, including long term objectives, responsibilities and maintenance schedules for all public realm areas; and
- (d) a maintenance and management plan for the non-adopted drains and SUDS systems.

The Public Realm Management Plan shall be implemented as approved, unless otherwise agreed in writing by the local planning authority.

REASON : To ensure that the public realm within the development is maintained to an adequate standard, to safeguard the character and appearance of the area and to enhance the appearance of the development, in accordance with the Design and Access Statement and Design Guidelines (June 2015), in line with the requirements of policy CS1 of the Harrow Core Strategy (2012) and policy AAP7 of the Harrow and Wealdstone Area Action Plan (2013).

30 Prior to occupation of buildings in each phase of development, a verification report demonstrating completion of the works set out in the approved remediation strategy for that phase and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2011 (as amended 2013)) and policy DM15 of the Development Management Plan Local Policies (2013). This condition ensures that any verification works identified in the plan are successfully carried out.

31 Before the commencement of any use within Class B2 within the development hereby permitted a scheme shall be agreed with the local planning authority which specifies the provisions to be made for the control of noise and vibration emanating from that B2 use.

The scheme shall ensure that the total rating level of the noise emitted from the combined B2 uses within the site shall not exceed the existing background noise levels determined to be LA90 48.7dB during weekday daytimes (07.00 hours to 23.00 hours Monday to Friday inclusive) and LA90 46.8dB at any other time. The noise levels shall be determined at the nearest noise-sensitive premises within zone J of the proposed development. The measurements and assessment shall be made according to BS 4142:1997. The development shall be carried out in accordance with the details so agreed.

REASON : To ensure that occupiers of the new buildings in the development would not experience undue noise and disturbance from the proposed B2 uses, in accordance with the Environmental Impact Assessment, in line with the recommendations of the NPPF, policy 7.15 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy DM1 of the Development Management Policies Local Plan (2013).

ON-GOING

32 The maximum amount of sales floorspace in the proposed food store hereby permitted shall not exceed TBC net (net floorspace means the sales area within the building (i.e. all internal areas accessible to the customer), but excluding checkouts, lobbies, concessions, restaurants, customer toilets and walkways behind the checkouts).

REASON : In the interests of the vitality and viability of nearby shopping centres and neighbourhood parades, in line with the requirements of the NPPF and policy 4.7 of The London Plan (2015).

The maximum amount of comparison sales floorspace permitted in the proposed food store hereby permitted shall not exceed TBC net (convenience goods are defined as goods in the following COICOP categories: food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals, non-durable household goods; (comparison goods are defined as goods in the following COICOP categories: clothing materials and garments, shoes and other footwear, materials for maintenance and repair of dwellings, furniture and furnishings, carpets and other floor coverings, household textiles, major household appliances (whether electric or not), small electric household appliances, tools and miscellaneous accessories, glassware, tableware and household utensils, medical goods and other pharmaceutical products, therapeutic appliances and equipment, bicycles, recording media, games, toys and hobbies, sport and camping equipment, musical instruments, gardens, plants and flowers, pets and related products, books and stationary, audio-visual, photographic and information processing equipment, appliances for personal care, jewellery, watches and clocks, other personal effects).

REASON : In the interests of the vitality and viability of nearby shopping centres and neighbourhood parades, in line with the requirements of the NPPF and policy 4.7 of The London Plan (2015).

33 The food store hereby permitted shall not include the following concessions or franchises: a post officer counter, hairdressers/barbers, dry cleaners, bank or optician.

REASON : In the interests of the vitality and viability of nearby shopping centres and neighbourhood parades, in line with the requirements of the NPPF and policy 4.7 of The London Plan (2015).

34 Piling of any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2015) and policy DM15 of the Development Management Plan Local Policies (2013). Piling, to facilitate building foundations, has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers.

35 In the event that contamination is found at any time when carrying out the approved development that was not previously identified this must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must then be prepared. If remediation is required, a remediation scheme must be prepared, for the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared for, and approved in writing by the Local Planning Authority.

REASON : To protect groundwater and future end users of the site, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 5.21 of The London Plan (2015) and policy DM15 of the Development Management Plan Local Policies (2013).

36 No demolition of buildings or removal of trees or shrubs shall take place between the months of February to September inclusive, unless otherwise agreed in writing by the local planning authority.

REASON : To protect breeding birds and safeguard the ecology and biodiversity of the area, in accordance with the Environmental Impact Assessment and in line with the requirements of the NPPF, policy 7.19 of The London Plan (2015), policy CS1 of the Harrow Core Strategy (2012) and policy AAP12 of the Harrow and Wealdstone Area Action Plan (2013).

INFORMATIVES

1 INFORMATIVE:

The following policies are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012) (NPPF)

Planning Practice Guidance (2014)

The London Plan (2015)

2.13 - Opportunity Areas and Intensification Areas

2.15 - Town Centres

2.17 - Strategic Industrial Locations

2.18 - Green Infrastructure: The Network of Open and Green Spaces

3.1 - Ensuring Equal Life Chances for All

3.2 - Improving Health and Addressing Health Inequalities

3.3 - Increasing Housing Supply

3.4 - Optimising Housing Potential

3.5 - Quality and Design of Housing Developments

3.6 - Children and Young People's Play and Informal Recreation Facilities

3.7 - Large Residential Developments

3.8 - Housing Choice

3.9 - Mixed and Balanced Communities

3.11 - Affordable Housing Targets

3.12 - Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
3.13 - Affordable Housing Thresholds
3.16 - Protection and Enhancement of Social Infrastructure
3.17 - Health and Social Care Facilities
3.18 - Education Facilities
3.19 - Sports Facilities
4.5 - London's Visitor Infrastructure
4.6 - Support for and Enhancement of Arts, Culture, Sport and Entertainment Provision
4.7 - Retail and Town Centre Development
4.8 - Supporting a Successful and Diverse Retail Sector
4.9 - Small Shops
4.10 - New and Emerging Economic Sectors
4.12 - Improving Opportunities for All
5.2 - Minimising Carbon Dioxide Emissions
5.3 - Sustainable Design and Construction
5.6 - Decentralised Energy in Development Proposals
5.7 - Renewable Energy
5.9 - Overheating and Cooling
5.10 - Urban Greening
5.11 - Green Roofs and Development Site Environs
5.12 - Flood Risk Management
5.13 - Sustainable Drainage
5.15 - Water Use and Supplies
5.21 - Contaminated Land
6.3 - Assessing Effects of Development on Transport Capacity
6.9 - Cycling
6.10 - Walking
6.12 - Road Network Capacity
6.13 - Parking
7.1 - Building London's Neighbourhoods and Communities
7.2 - An Inclusive Environment
7.3 - Designing Out Crime
7.4 - Local Character
7.5 - Public Realm
7.6 - Architecture
7.8 - Heritage Assets and Archaeology
7.13 - Safety, Security and Resilience to Emergency
7.14 - Improving Air Quality
7.15 - Reducing Noise and Enhancing Soundscapes
7.17 - Metropolitan Open Land
7.18 - Protecting Local Open Space and Addressing Local Deficiency
7.19 - Biodiversity and Access to Nature
7.21 - Trees and Woodlands
Supplementary Planning Guidance: Industrial Capacity (2008)

Harrow Core Strategy (2012)
Policy CS 1

Harrow and Wealdstone Area Action Plan (2013)
AAP1, AAP3, AAP4, AAP5, AAP7, AAP9, AAP10, AAP11, APP12, APP13, APP14,
APP15, AAP16, AAP19, AAP20

Development Management Policies Local Plan (2013)
Policies DM1, DM2, DM7, DM10, DM12, DM15, DM22, DM42, DM46

Evidence Base Documents:

Retail Study Review (2009)
Employment Land Review (2010)
Strategic Flood Risk Assessment (2009)
Open Space PPG17 Study (2011)

Supplementary Planning Document: Accessible Homes (2010)
Supplementary Planning Document: Access For All (2006)
Supplementary Planning Document: Residential Design Guide (2010)

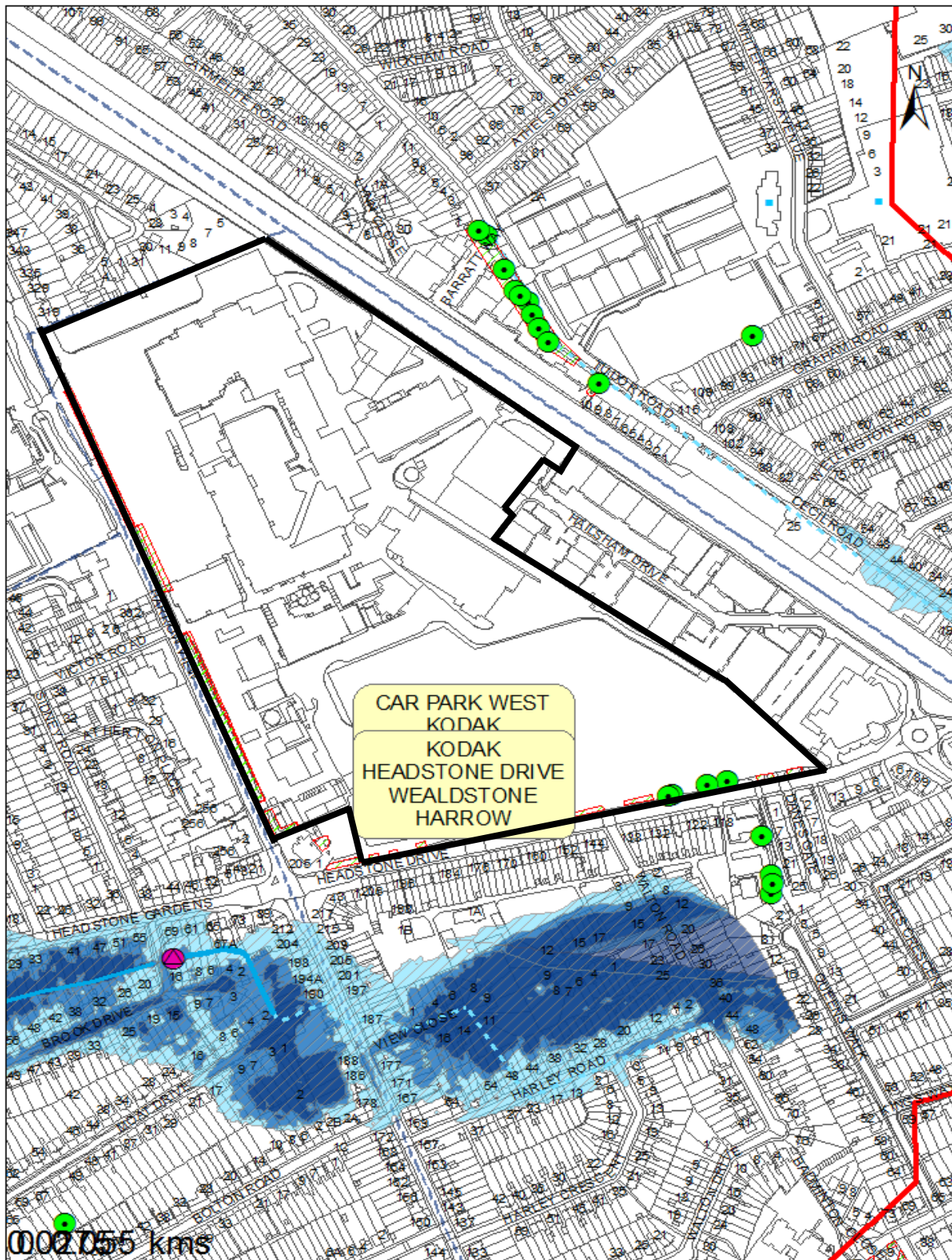
2 INFORMATIVE:

IMPORTANT: Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

Plan Nos: To follow.

KODAK SITE, HEADSTONE DRIVE – P/2165/15



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ITEM NO: 1/03

ADDRESS: HARROW VIEW WEST (FORMER ZOOM LEISURE SPORTS
GROUND), HARROW VIEW, WEALDSTONE

REFERENCE: P/2982/15

Report to follow on a Supplementary agenda.

SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

ITEM NO: 2/01

ADDRESS: NORBURY FIRST AND MIDDLE SCHOOL, WELLDON CRESCENT, HARROW

REFERENCE: P/3164/15

DESCRIPTION: PROVISION OF A TEMPORARY MOBILE BUILDING

WARD: GREENHILL

APPLICANT: HARROW COUNCIL

AGENT: LOM

CASE OFFICER: MONGEZI NDLELA

EXPIRY DATE: 09/09/2015

RECOMMENDATION

GRANT deemed planning permission under regulation 3 for the development described in the application and submitted plans, subject to condition(s).

Under Regulation 3 of the Town and Country Planning General Regulations 1992, **GRANT** planning permission for the development described in the application and submitted plans subject to conditions:

Regulation 3 applications are applications for planning permission by an interested local authority to develop any land of that authority. In this instance, the applicant is the London Borough of Harrow and the land at Norbury First and Middle School, Welldon Crescent, Harrow, HA1 1QQ.

INFORMATION:

This application is reported to Planning Committee as it is a minor development of over 100m² of floorspace on land/building owned by the Council. The application is therefore referred to the Planning Committee as it is excluded by Proviso 1(h) of the Scheme of Delegation dated 29 May 2013.

Statutory Return Type: 1(h)

Council Interest: The Council is the applicant and Landowner

Net additional Floorspace: 136.68m²

GLA Community Infrastructure Levy (CIL) Contribution (provisional): None

Site Description

- The application relates to Norbury First and Middle School located to the west of Welldon Crescent and to the north of Oakley Road.
- The school is bound by residential properties to the north along Hindes Road to the

west along Headstone Road and to the south east by semi-detached properties fronting Welldon Crescent.

- The main pedestrian access is from Welldon Crescent to the east of the site whilst the vehicle access to the school car park is from Oakley Road to the south. There is also a further pedestrian access point from Oakley Road.
- The school consists of mix of single and two storey buildings which are situated towards the southern part of the site.
- The existing school buildings are of a CLASP construction, a steel post frame which is overlaid with concrete at low level and shingles at first floor. There is a relatively new extension to the building which is rendered in blue and has a distinctive wedge shaped form.
- Hard surfaced play spaces are located to the north and south east of the school buildings. There is a small soft play space to the north where there are a number of large mature trees situated on the boundary with the neighbouring properties fronting Hindes Road.
- Parking is located adjacent to the vehicle access road to the west. There are a total of 20 parking spaces.
- The external surfaces of the building are comprised of a mixture of brick and render.
- Hard surfaced play areas are located on the west and eastern side of the school building.
- The site is secure with fencing along the side boundaries.
- The site is located in a Critical Drainage Area however some parts of the site are located in Flood Zone 3b.

Proposal Details

- The application proposes the provision of a temporary mobile building.
- The proposed mobile building would be 15 metres in length and 9.6 metres in depth.
- The mobile would have a slanting roof with a maximum height of approximately 3.75m and a minimum height of 3.35m
- It is proposed to locate the mobile building adjacent to the western boundary of the site adjacent to the existing mobile classroom block building. It would be sited 4.9 metres from the western boundary.
- A stepped access would be provided into the building with doors at the west and east elevations. An additional access is provided at the south elevation.
- The unit will comprise of two classrooms measuring 55m² each, a cloakroom area and storage space.
- The mobile building is required for a period of approximately 12 months.

Revisions to previous application

n/a

Relevant History

P/3177/08 Extension to school to provide performing arts studio
Granted 7th November 2008

P/1448/14 Construction of a two storey extension and single storey infill extension to the north of the existing building with associated balustrades and louvres at roof level; single storey lobby extension to east elevation of existing building with associated school signage; associated hard and soft landscaping; external alterations; new signage to two storey extension; (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school)

Granted 18th June 2014

P/4969/14 - Approval of details pursuant to condition 2 (materials) of planning permission p/1448/14 dated 25.6.2014 for construction of a two storey extension and single storey infill extension to the north of the existing building with associated balustrades and louvres at roof level; single storey lobby extension to east elevation of existing building with associated school signage; associated hard and soft landscaping; external alterations; new signage to two storey extension; (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school)
Refused: 13TH February 2015

P/1961/14 - Provision of one temporary mobile building
Granted: 18th July 2014

P/1092/15 - Approval of details pursuant to condition 2 (materials) of planning permission p/1448/14 dated 25.6.2014 for construction of a two storey extension and single storey infill extension to the north of the existing building with associated balustrades and louvres at roof level; single storey lobby extension to east elevation of existing building with associated school signage; associated hard and soft landscaping; external alterations; new signage to two storey extension; (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school)
Approved: 23rd April 2015

P/2260/15 - Approval of details pursuant to condition 7 (drainage) of planning permission p/1448/14 dated 25.6.2014 for construction of a two storey extension and single storey infill extension to the north of the existing building with associated balustrades and louvres at roof level; single storey lobby extension to east elevation of existing building with associated school signage; associated hard and soft landscaping; external alterations; new signage to two storey extension; (in association with the expansion of the existing 2 form entry primary school to a 3 form entry primary school)
Refused: 30th July 2015

Pre-Application Discussion (Ref.)

n/a

Applicant Submission Documents

Planning Statement

Consultations

Environment Agency - No comment

Drainage Engineer - Conditions suggested for surface water and sewage disposal

Advertisement

N/a

Notifications

Sent: 195

Replies: 0

Expiry: 06/08/2015

Summary of Responses

n/a

APPRAISAL

The Government has adopted a National Planning Policy Framework [NPPF] on 27 March 2012 that consolidates national planning policy. This document now carries significant weight and has been considered in relation to this application.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

'If regard is to be had to the Development Plan for the purpose of any determination to be under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

In this instance, the Development Plan comprises The London Plan (consolidated with alterations since 2011)(2015) and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy (CS) 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Harrow Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of Development
Character and Appearance of the Area
Residential Amenity
Flood Risk and Drainage
Traffic and Parking
S17 Crime & Disorder Act
Equalities and Human Rights
Consultation Responses

Principle of Development

Policy 3.18B of The London Plan (2015) states that "Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged. Proposals which result in the net loss of education facilities should be resisted, unless it can be demonstrated that there is no ongoing or future demand."

Core policy CS1 of the Harrow Core Strategy (2012) states that: "The development or expansion of physical or social infrastructure will be permitted where it is needed to serve existing and proposed development, or required to meet projected future requirements."

Policy DM 46 of the Harrow Development Management Policies Local Plan supports proposals for the provision of new education facilities provided that they are (a) located in the community which they are intended to serve; (b) subject to them being located in an area of good public transport accessibility and would not result in any adverse impacts on residential amenity or highway safety.

As such, subject to details covered below, it is considered that the proposed temporary re-location of the classrooms to the temporary unit following the increased number of pupils expected for September 2015 would be consistent with the Harrow Development Plan.

Character and Appearance of the Area

The London Plan policy 7.4B states that buildings should provide a high quality design response that has regard to existing spaces and streets in orientation, scale, proportion and mass. The London Plan Policy 7.6B states that architecture should make a positive contribution to the streetscape. Core policy CS1 states that all development shall respond positively to the local context. Development Management Policy DM 1 (2013) states "All development and change of use 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."

The temporary building structure would have an acceptable appearance within the context of the surrounding school buildings and adjacent temporary building. Given the need for an additional space within the main school buildings to accommodate a 'bulge' year for September 2015, it is considered that the re-location of the two classrooms to the temporary mobile unit would be acceptable for a temporary period of time. Therefore, to ensure the site does not develop in a piecemeal and haphazard fashion and in the interests of the character and appearance of the locality, a condition is recommended to ensure the temporary unit is removed no later than 1st September 2017.

Overall, given the temporary nature of the building, it is considered that the proposed mobile building is acceptable and would be in keeping with the character and appearance of the area. As such, the proposal is considered to comply with the aims and objectives of the development plan.

Residential Amenity

The mobile building would have a maximum height of 3.75m from the adjacent ground level. The unit will be sited adjacent to the rear parking area of the Ford garage parking area. Given the use of the adjacent site as a parking area, it is considered that the proposal would not result in any undue impacts on the residential amenities of the occupiers in terms of loss of light, overshadowing or loss of outlook.

In view of the above, it is considered that the proposal would accord with the development plan with regard to amenity considerations.

Flood Risk and Drainage

Harrow's Drainage Engineer has suggested the imposition of two drainage conditions, dealing with surface water and sewage disposal. However, it is noted that the proposed unit would not be located in an area of Flood Risk and therefore its location is not considered to give rise to undue impacts in terms of increased flood risk on or off the site and is considered to be acceptable. The building will be temporary in nature, eventually being removed from the site. Furthermore, the area to be used is hardsurfaced and no additional impacts from the development would therefore arise. As a result of this previous use, the modest footprint of the building, and the short period that the building will be in use in that position, it would be unreasonable to impose such conditions on this occasion as they would fail the relevant tests of appropriateness for conditions. Notwithstanding this, an informative is added to this permission to advise the applicant of the potential net increase of surface water run off rates

Traffic and Parking

The proposal would result in a small increase in the intensity of use of the site. However, given the limited impacts and period of time when such impacts would arise, such an increase would not give rise to demonstrable impacts in terms of parking or highways safety and access for pedestrians and vehicles would be unaffected by the proposals. The Highway Authority has not raised any objection to the application. The proposal therefore complies with policy DM42 of Harrow Development Management Policies Local Plan (2013).

S17 Crime & Disorder Act

The proposal would not have any adverse impact on crime and disorder in the area.

Equalities and Human Rights

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.

In determining this planning application the Council has regard to its equalities obligations under section 149 of the Equalities Act 2010. For the purposes of this report there are no adverse equalities issues arising from this proposal. However, it is noted that equality impact assessments play an important role in the formulation of planning policies; however their use in respect of this specific application is very much the exception rather than the norm. Taking proper account of the guidance contained in the London Plan Supplementary Guidance on Planning for Equality and Diversity in London (and in particular paragraph 2.6) the Council considers that there is no requirement for a Race Equalities Impact Assessment.

Consultation Responses

None

CONCLUSION

For the reasons considered above and weighing up the development plan policies and proposals and other material considerations, this application is recommended for grant.

CONDITIONS

1 The temporary single-storey modular building hereby approved shall be removed and the land restored to its former condition on or before 1st September 2017.

REASON: To safeguard the character and appearance of the area and to permit reconsideration in the light of the circumstances then prevailing, pursuant to policies 7.4 and 7.6 of The London Plan (2015) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

2 The development hereby permitted shall be carried out in accordance with the following approved plans: 1506-PP-02; MPBH-MOD-2948-001; MPBH-MOD-2948-003; Planning Statement.

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

3 The development hereby permitted shall be for school use only, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To prevent an over-intensive use of the site, in line with the requirements of policy DM 46 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES

1 INFORMATIVE: The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (consolidated with alterations since 2011)(2015)

3.16 Protection and enhancement of social infrastructure

3.18 Education facilities

7.4 Local Character

7.6B Architecture

Harrow Core Strategy (2012)

CS1.B Local Character

Harrow Development Management Policies Local Plan (2013)

DM1 Achieving a High Standard of Development

DM42 Parking Standards

DM46 New Community, Sport and Educational Facilities

2 INFORMATIVE:

The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information.

3 INFORMATIVE:

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

(Include on all permissions involving building works where they could affect a public

highway)

4 INFORMATIVE:

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote **Product code:** 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

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Textphone: 0870 1207 405

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(updated 28.3.07)

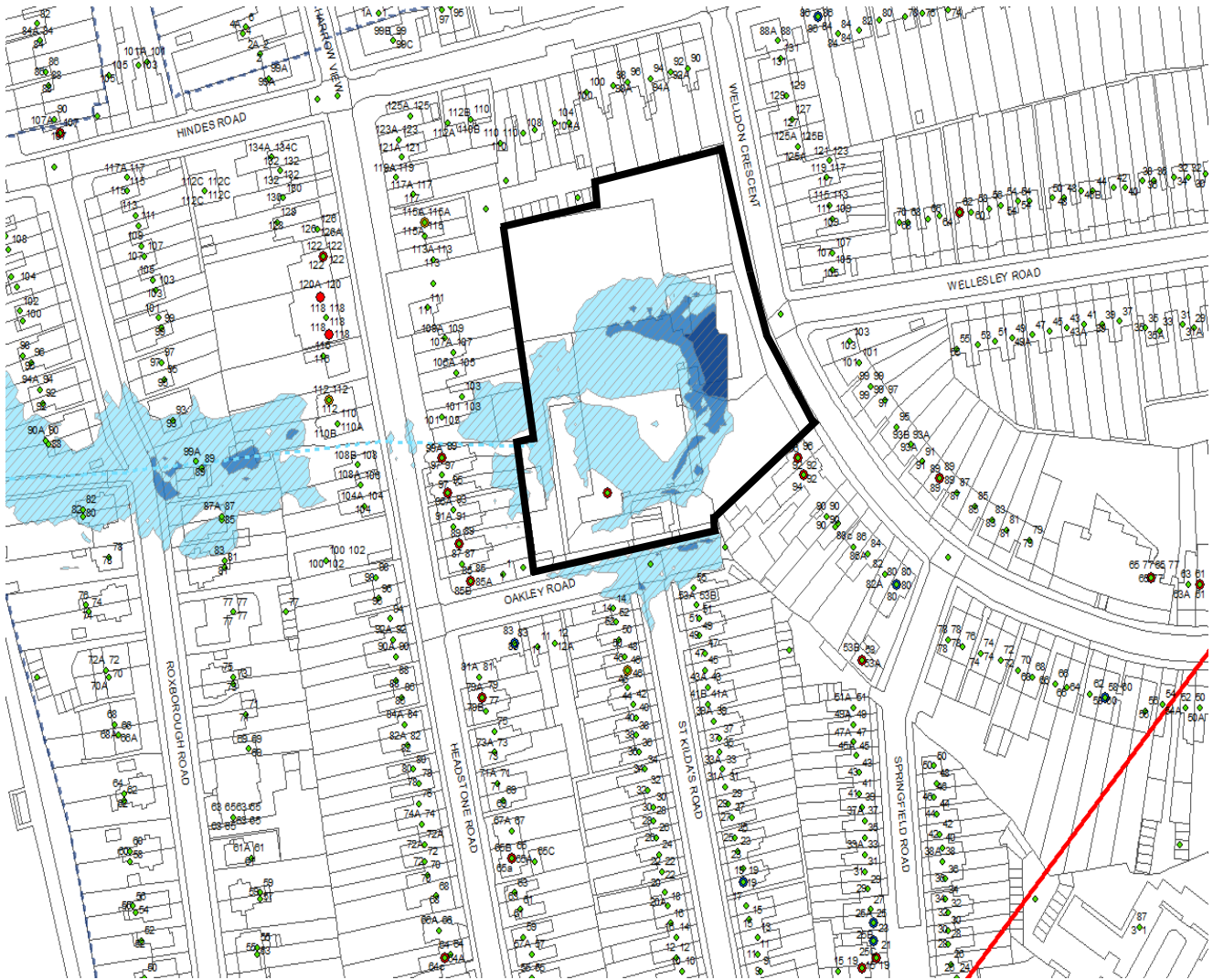
5 INFORMATIVE:

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)"

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

Plan Nos: 1506-PP-02; MPBH-MOD-2948-001; MPBH-MOD-2948-003; Planning Statement.

NORBURY FIRST AND MIDDLE SCHOOL, WELLDON CRESCENT, HARROW



ITEM NO: 2/02
ADDRESS: GARAGES REAR OF 89 TO 117 AUGUSTINE ROAD, HARROW
REFERENCE: P/3450/15
DESCRIPTION: TEMPORARY CHANGE OF USE OF FORMER GARAGES TO SITE COMPOUND (SUI GENERIS) UNTIL MARCH 2017; SITE OFFICE; CANTEEN; TOILET BLOCKS; STORAGE CONTAINERS; DRYING ROOMS
WARD: HATCH END
APPLICANT: HARROW COUNCIL
AGENT: MISS MELANIE TUMELTY
CASE OFFICER: DAVID BUCKLEY
EXPIRY DATE: 09/09/2015

RECOMMENDATION

GRANT deemed planning permission under regulation 3 for the development described in the application and submitted plans, subject to conditions:

Regulation 3 applications are applications for planning permission by an interested local authority to develop any land of that authority.

INFORMATION:

Statutory Return Type: Change of Use

Council Interest: The Council is the applicant and Landowner

Net Additional Floorspace: 236 sq m

Background

This application is reported to the Committee as it is on land owned by the Council and it does not fall within the exceptions stated within proviso C within the Council's Scheme of Delegation and therefore does not fall within the Council's Scheme of Delegation for the determination of new development.

Site Description

- The application site formerly contained garages for use of residents in the area. The site covers an area of approximately 1200 sq m, located to the rear of dwellinghouses from No's 89-117 Augustine Road.
- The site contained approximately 37 garages. These garages became unused and the site has now been cleared and is now vacant.
- The site itself can be accessed via several footpaths that lead from Augustine road. The only road access is via a single lane road located in a space between the terraces between No. 101 and 103 Augustine Road.

- The site is owned by Harrow Council.

Proposal Details

Proposed Change of Use

- The proposal is for the change of use of the site from former garages to a site compound for building materials, in particular for kitchen and bathroom materials, which would be used to facilitate new housing within the borough.

Proposed Buildings on Site

- The site would comprise a site office, canteen, toilet blocks, storage containers and drying rooms.
- The buildings on site would comprise:
 - 2 x Site Office
 - 2 x Canteen
 - 2 x Toilets
 - 6 x Storage Containers
 - 2 x Drying Rooms
 - 8 x Skips

Proposed Operations

- The submitted Transport Assessment states that the site would be used for organising of site works, collection of materials. Workers would return at lunchtime and then return at the end of the day.
- The opening hours would be 7.30am to 5.30pm and it has been stated that the lorries would avoid the location during peak school hours of 8.30am-9.30am and 3-4pm.
- The vehicles on site would be 5 x transit vans on site 3-4 times per day and small lorries 1 x per day.
- The planned route to be used by vehicles would be Courtenay Road from the left or right then down Long Elmes towards Headstone Lane then Left into Theobald Crescent then left into Augustine Road.

Relevant Planning History

HAR/5245- Erection of 156 Dwellings, 87 Garages, 69 Parking Spaces and Community Room

Granted : 02/09/1970

Applicants Submission Documents

Transport Assessment

Consultations

Hatch End Association- Objects to the proposal:

"We are strongly opposed to the Change of Use of the above site from garages to a Site Compound (Sui Generis).

In the first place, we are concerned that this application was issued on 22 July and it is now 8th of August and there are no objections online and there is little information about the proposal e.g. the duration of the stated use.

We know many local residents in Augustine Road oppose the use as a compound because of traffic congestion, particularly at peak school times in this narrow road. Also, the scale of the operation is greater than anticipated with all the facilities on the site which will generate noise of vehicles coming and going and will be detrimental to the residential

amenity use of the rear gardens of 103 to 117 Augustine Road during summer months. In our view the application should be refused and site should be considered for a quieter but secure use by local residents.”

Highways Authority- No objection to the proposal in principle, but raises some areas of concern:

“In terms of highways, if this is the proposed usage and if one lorry is only accessing one or twice per day it shouldn’t be too much of a problem, provided there is no increase in activity. There are likely to be difficulties with manoeuvring around corners due to heavy parking in the area, however we are proposing area wide parking controls that will address this particular issue. There would need to be assurance that the lorry avoids attending this location during the school peak periods 8:30am to 9:30am and 3:00pm to 4:00pm.”

Advertisement

N/A

Site Notice

Expiry Date: 28th August 2015

Reason for Notification: General Notice

Notifications

Notified Neighbours:

85-119 Augustine Road (odds only)

Garages to the Rear of 89-101 Augustine Road

1st Notification

Sent: 19

Replies: 0

Expiry Date: 12/08/2015

2nd Notification

Sent: 19

Replies: 0

Expiry Date: 03/09/2015

Reason for re-notification: The site address was altered to include garages to the rear of 89-101 Augustine Road and the description was amended to include the temporary basis.

Summary of Response(s):

N/A

APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

The Government has issued the National Planning Policy Framework (NPPF), which consolidates national planning policy and is a material consideration in the determination of this application

In this instance, the Development Plan comprises London Plan (consolidated with alterations since 2011) (2015) and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of the Development

Impact on Character and Appearance of the Area

Residential Amenity

Traffic, Parking and Accessibility

Equalities Implications

S17 Crime & Disorder Act

Consultation Responses

Principle of the Development

The National Planning Policy Framework [NPPF] has a presumption in favour of sustainable development and for applications to be determined in accordance with the development plan, unless the development plan is silent, absent or the relevant policies are out-of-date.

The site, in its previous use as a garage site was of a back land commercial type. Adjacent to the application site there are other garages of a similar type to that previously in place at the application site. Therefore this type of light industrial use is consistent with the previous use. The level of activity, transport movements and type of use of the site would not be substantial different from the lawful use and would therefore be acceptable in principle.

The use of the land as a site compound for building materials would also facilitate a programme of much needed house building within the borough as the materials stored on site would be used to construct new dwellings. The location, adjacent to a railway and a site that facilitated vehicular movements into and out of the site is considered to be wholly appropriate for the purpose proposed.

Impact on Character and Appearance of the Area

Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.

Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing

areas of poor design; extensions should respect their host building.’

Policy DM1 of the DMP gives advice 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.”

The use as a compound would be similar to the previous, it would be between the rear of houses and a railway line and so would not have an impact on the street scene. In terms of the operation, the fact that it would involve the ingress and egress of vehicles to the site would be similar to the previous use as garages and would therefore have an acceptable impact on the character and appearance of the area.

Residential Amenity

Policy DM1 of the DMP seeks to “ensure that the amenity and privacy of occupiers of existing and proposed dwellings is safeguarded”.

An objection has been made by the Hatch End Association, stating that many local residents in Augustine Road oppose the use as a compound because of traffic congestion, particularly at peak school times in this narrow road. Also, the scale of the operation is greater than anticipated with all the facilities on the site which will generate noise of vehicles coming and going and will be detrimental to the residential amenity use of the rear gardens of 103 to 117 Augustine Road during summer months.

In terms of impact on neighbouring amenity, this can be divided between the proposed new buildings and the operations:

Buildings

In terms of the buildings, these will not be excessive in size relative to the garages that were in place previously and so there would not be an issue of loss of outlook or loss of privacy to neighbouring occupiers in accordance with policy DM1 of the Harrow Development Management Policies Local Plan (2013).

Operations

In terms of the operations, it is acknowledged that there will be an impact on neighbouring amenity. However, the scale of traffic will not be excessive in comparison with its previous use which contained over 30 individual garages. The submitted Transport Assessment has addressed the objection raised regarding school hours. This issue, as well as other traffic/transport issues raised by the Highways Agency will be addressed in Section 4 below.

Canteen and Toilet

It is acknowledged that the canteen and toilet are a different use than those found in the current use of the site. However, the scale of these would both be minor and appropriate to the proposed use. They would constitute an ancillary function of the main use. While it will not enhance the amenity of neighbouring occupiers, the impact would not be excessive and would therefore not constitute a reason for refusal.

Traffic and Parking, Accessibility

Policy DM43 of the Harrow Development Management Policies Local Plan (2013), part C, states that proposals that fail to satisfactorily mitigate the transport impacts of development will be resisted.

The Highways Authority has stated that the proposal is acceptable in principle, as the proposed use would not lead to an increase in activity. It was also stated that there are likely to be difficulties with manoeuvring due to heavy parking in the area, but that parking controls are likely to be imposed in the area which would address this issue. It was also stated that assurance should be provided that lorries avoid attending this location during the school peak periods 8:30am to 9:30am and 3:00pm to 4:00pm. The Transport Assessment submitted with the proposal states that lorries would not be entering or leaving the site at these hours. A condition has been recommended to ensure that HGVs do not use the use during these hours. Therefore it is considered that the proposed use would be acceptable in terms of its impact on traffic, parking and accessibility issues and would satisfactorily mitigate the transport impacts of the proposed development in accordance with policy DM43 of the Harrow Development Management Policies Local Plan (2013).

Equalities Implications

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

S17 Crime & Disorder Act

It is considered that the proposed design of the development would not lead to an increase in perceived or actual threat of crime.

Consultation Responses

N/A

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations as set out above, this application is recommended for grant.

CONDITIONS

1 The use of the land hereby permitted shall be discontinued no later than 31st March 2017 and the land returned to its lawful use thereafter. All structures and buildings associated with the use hereby permitted shall be removed by 31st March 2017.

REASON: In order that the Council can reconsider the currently proposed use on site in light of site circumstances then prevailing thereby according with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

2 The use hereby permitted shall not be open outside the following times:

7.30am to 5.30pm Monday to Friday inclusive, excluding Bank Holidays without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents in accordance with Policy

DM1 of the Harrow Development Management Policies Local Plan (2013).

3 No Heavy Goods Vehicles (HGVs) shall be permitted access to the site between the hours of:

0830 and 0930; and

1500 and 1600

on any day of the week.

REASON: To ensure large vehicles are not congesting the surrounding streets during peak hours of traffic, in accordance with policy DM42 of the Development Management Policies Local Plan 2013.

4 The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan; Proposed Site Set-Up Plan; Elevation Drawings (Steel Store Unit); Elevation Drawings (Steel Canteen Unit); Elevation Drawings (Steel Drying Room Unit); Elevation Drawings (Steel Office Unit); Elevation Drawings (Steel Toilet); Plan Layout (Steel Canteen Unit); Plan Layout (Steel Drying Room Unit); Plan Layout (Steel Office Unit); Plan Layout (Steel Toilet (3+1) Unit); Transport Assessment.

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

INFORMATIVES:

1 The following policies are relevant to this decision:

National Planning policy Framework (2012)

The London Plan (consolidated with alterations since 2011) (2015)

7.4B Local Character

7.6B Architecture

Harrow Core Strategy (2012)

Policy CS 1B Local Character

Development Management Policies Local Plan 2013

Policy DM 1 Achieving a High Standard of Development

Policy DM42 Parking Standards

2 INFORM23_M - Considerate Contractor Code of Practice

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

3 INFORM32_M - The Party Wall etc. Act 1996

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB
Please quote **Product code:** 02 BR 00862 when ordering
Also available for download from the CLG website:
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>
Tel: 0870 1226 236 Fax: 0870 1226 237
Textphone: 0870 1207 405
E-mail: communities@twoten.com

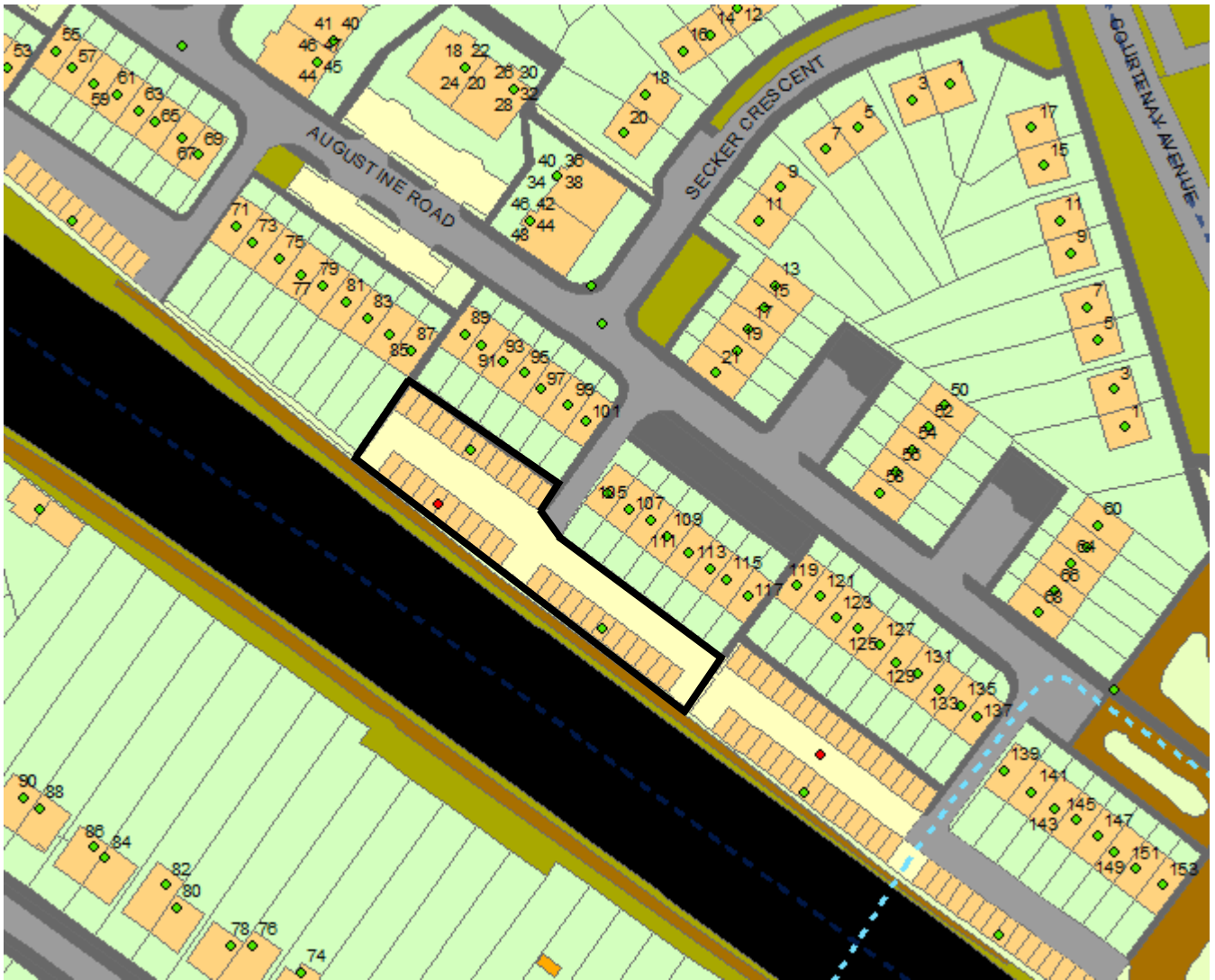
4 INFORM PF_2

Statement under Article 35(3) of The Town and Country Planning (Development Management Procedures) (England) Order 2015

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

Plan No(s): Location Plan; Proposed Site Set-Up Plan; Elevation Drawings (Steel Store Unit); Elevation Drawings (Steel Canteen Unit); Elevation Drawings (Steel Drying Room Unit); Elevation Drawings (Steel Office Unit); Elevation Drawings (Steel Toilet); Plan Layout (Steel Canteen Unit); Plan Layout (Steel Drying Room Unit); Plan Layout (Steel Office Unit); Plan Layout (Steel Toilet (3+1) Unit); Transport Assessment.

GARAGES REAR OF 89 TO 117 AUGUSTINE ROAD, HARROW



ITEM NO: 2/03

ADDRESS: BLUE BUTTERFLY MONTESSORI PRE SCHOOL, 5 BARROW POINT AVENUE, PINNER

REFERENCE: P/3201/15

DESCRIPTION: FIRST FLOOR REAR EXTENSION; INSTALLATION OF EXTERNAL FIRE ESCAPE SPIRAL STAIRCASE AT REAR; INSTALLATION OF SLIDING ENTRANCE GATES AND RAILINGS ONTO EXISTING FRONT BOUNDARY WALL; BIN STORE; EXTERNAL ALTERATIONS

WARD: PINNER

APPLICANT: MR RAJAN PANKHANIA

AGENT: M.R PARTNERSHIP

CASE OFFICER: DAVID BUCKLEY

EXPIRY DATE: 10/09/2015

RECOMMENDATION

GRANT planning permission for the development described in the application and submitted plans, subject to condition(s).

INFORMATION:

Statutory Return Type: 18: Minor Development
Council Interest: None
Net Additional Floorspace: 22 sq m

Site Description

- The site fronts onto Barrow Point Avenue; the houses immediately opposite and adjacent are primarily semi-detached, with larger, detached houses to the east along Paines Lane.
- No.5 was previously a detached property which was converted from residential use to a medical centre; the premises are now occupied by Blue Butterfly Montessori Pre School.
- The change of use was made through permitted development as it changed within the D1 Use Class; it was not granted planning permission.
- No.5 and No.7 were both extended to the side at first floor level so that they are now attached to one another. They were connected by an internal corridor at one stage; this has been blocked and No. 7 is now a separate residential dwellinghouse.
- To the front of the property is a landscaped garden; to the north-east of the property is a car park with 10 spaces, to the rear is a play area for children.
- The property currently has a low level front boundary wall.
- There is a Tree Preservation Order (TPO) Group located on the north eastern boundary of the site close to the River Pinn.

- There is currently a brick perimeter wall at the front, to Barrow Point Avenue, with a number of posts along the wall, with the main wall measuring 0.70m in height and the posts measuring approximately 0.85m.
- A planning application was previously made for a larger scheme, under reference P/4059/14, which was subsequently withdrawn by the applicant.

Flood Zone Issues

- The site is bounded along the north-east to south-western side by the River Pinn and as a result is within the River Pinn's catchment.
- The site is located partly in Flood Zone 2 and partly in Flood Zone 3 according to the Environment Agency Flood Map (see Appendix C).
- There is an 8 metre 'Exclusion Zone' designated by the Environment Agency, along the eastern side of the site running alongside the boundary where new buildings are not permitted.

Proposal Details

Summary

- The current proposal is to extend the nursery at first floor level, to install an external spiral staircase, to add front sliding entrance gates and railings to the front boundary wall and a new bin store at the front of the site.

First Floor Rear Extension

- The extensions would be at first floor level above the existing single storey rear extension and attaching to the existing first floor rear extension. It would be on the eastern side, screening the development from the attached neighbour at No. 7 Barrow Point Avenue.
- This rear extension would project 3.50m in depth, with a width of 7.80m. It would have a pitched roof with a flat element that would continue the existing roof form over the main building.

External Fire Escape Spiral Staircase at Rear:

- The spiral staircase would be at the rear of the building at the centre.
- The submitted Design and Access Statement states that the staircase would provide an alternative means of escape and would allow direct access to the children's playground at the rear.
- It would lead from a corridor on the first floor, down to the ground floor.
- The staircase would have a full height to the platform of 3 metres, and a full height to the handrail of 4 metres.
- The staircase would be set approximately 7 metres from the boundary with the neighbour at No. 7 Barrow Point Avenue to the west and 18m from the boundary to the east.

Sliding Entrance Gates And Railings On Existing Front Boundary Wall

- It is also proposed to increase the height of the front garden wall to 1.55m and integrate railings and a sliding vehicular gate to a height of 1.50m.
- The existing wooden fence that measures 0.17m in height would be removed and replaced with a wall and railings to match.

External Alterations

- Two velux rooflights are proposed to the existing and new roofslope on the eastern side facing the neighbour at No. 1 Barrow Point Avenue.

Revisions to Previous Application

The previous application P/4059/14 was withdrawn by the applicant.

It has been amended as follows:

- The proposed extension has been reduced in size so that it would comprise a first floor rear extension above the existing first floor and the proposed two storey front to side extension has been omitted.
- The submitted Design and Access Statement in the current proposal indicates a number of children attending the nursery as 75 and it has been indicated that this will not increase as a result of the development. However, it has also been stated by the applicant that the full capacity of the nursery at present is 85 children. In the previous application it was indicated that the number of children would increase by 20, from 75 to 95, with 3 additional staff.

Relevant History

P/4059/14 - Two Storey Front And Side Extension; First Floor Rear Extension; Alterations To Roof To Raise Ridge Height With Two Rooflights In Front Two In Side And Three In Rear Roofslopes; External Alterations; Installation Of Sliding Entrance Gates And Railings On To Existing Front Boundary Wall

Date Received: 17/10/2014, subsequently withdrawn

P/3461/11- Alterations to existing boundary wall including addition of metal gates for vehicle access and installation of pedestrian gate; increase in height of piers to existing boundary wall and addition of railings.

Refused 05/03/2012

Reason for Refusal:

The proposed alterations to the existing boundary wall including addition of metal gates for vehicular and pedestrian access by reason of excessive height would result in an overbearing and incongruous form of development which would detract from the open character and appearance of the area and the visual amenities of the street scene, contrary to policies 7.4.B and 7.6.B of The London Plan 2011; policy CS1.B of the Harrow Core Strategy (2012); saved policy D4 of the Harrow Unitary Development Plan 2004 and adopted Supplementary Planning Document - Residential Design Guide 2010 (SPD).

P/3171/10 - Certificate of Lawful Proposed Use: Use of Doctors Surgery as Children's Nursery (Use Class D1)

Granted 04/03/2011

WEST/43976/91/FUL – First Floor Sid and Rear Extensions and Use of Loft for Storage Room (Revision of LBH/43413)

Granted 09/01/1992

LBH/27107 – Change of Use from Residential to Doctor's Surgery

Granted 11/04/1985

Applicants Submission Documents

- Flood Risk Assessment; Arboricultural Report.

Site Notice

Expiry Date: 17/08/2015

Consultations

Highways Authority- No objection to the proposal

Drainage Engineering Section - No objection to the proposal.

The Pinner Association - No response received

Tree Officer - No objection to the proposal, several conditions recommended.

External Consultee

Environment Agency- No objection to the proposal

Notifications

Sent: 30

Replies: 11

Expiry: 11/08/2015

Neighbours Consulted:

- 24-30 Avenue Road (even numbers)
- 52-58 Paines Lane (even numbers)
- 1-19 Barrow Point Avenue (odd numbers)
- 4-22 Barrow Point Avenue (even numbers)
- Nick Hurd MP

Summary of Response(s):

Responses were received from neighbouring occupiers at the following addresses:

- 7 Barrow Point Avenue
- 18 Barrow Point Avenue
- 3 Barrow Point Avenue
- 4 Barrow Point Avenue
- 16 Barrow Point Avenue
- 11 Barrow Point Avenue
- The Cottage, Barrow Point Avenue
- 15 Barrow Point Avenue
- 4a Barrow Point Avenue
- 4b Barrow Point Avenue
- 10 Barrow Point Avenue

Objections have been raised by a number of neighbours. These related primarily to concerns related to the proposed railings and fence and the impact these would have on character and appearance of the area and traffic and safety issues. The other primary concern was a potential for increased numbers of children on site and the resulting increase in traffic flow and noise on site and the subsequent loss of amenity. Other objections related to flood risk and loss of light and outlook due to the proposed first floor rear extension.

The objections have been summarised below in terms of the nature of objection. They will be addressed under the relevant sections below:

Character and Appearance of the Area: Overdevelopment of the site

- The proposal would result in an overdevelopment of the site and there is not sufficient justification made in relation to this.
- Assurances should be made that the number of children on site will not increase.

Character and Appearance of the Area: Impact of Fence and Railings

- The proposed gates would not be in keeping with the character of the street, which has a generally open character with low walls and open entrances, with houses set back from the road.
- The proposed gates would not have a residential character and would appear more industrial and would therefore not be in keeping with the area.

Amenity of Neighbouring Occupiers: Loss of Light and Outlook

- The bulk of the proposed first floor rear extension would lead to a loss of light and outlook to the attached neighbour at No. 7.

Amenity of Neighbouring Occupiers: Noise and Disturbance on Site

- The proposal states that it will not increase the number of children on site. However, it seems likely that this is the underlying aim of the proposal and that there could still be potential for this, which would lead to increased noise and disturbance on site from children.
- Related to the above, the proposal would result in an overdevelopment of the site and there is not sufficient justification made in relation to this; assurances should be made that the number of children on site will not increase.
- The gates create the potential for the front area to be used as a play area which would lead to noise and disturbance. Written assurances should be made that this should not take place.
- There is already a noisy intercom system on the building; if this were put on the new railings it would increase the level of disturbance to neighbouring occupiers.

Highways Impact: Traffic Problems Related to Increased Number of Visitors

- The street is already used for parking by commuters and as a short cut.
- Contrary to claims made in the submitted documents, most children are brought on site by car, not by public transport and in relation to this the Council is requested to monitor visitor numbers at peak time in the morning.
- The proposal states that it will not increase the number of children on site. However, there could still be potential for this that would lead to:
 - Increased traffic congestion on the street
 - Problems for residents to access and leaving their driveways which are blocked by visitors to the nursery/
 - Danger for visitors and residents due to the poor driving habits of visitors

Highways Impact: Traffic Problems Related to Proposed Fence and Railings

- The gates will not be effect in security terms as there is a pedestrian gate which can be used.
- The gates will worsen the motor traffic situation as they will block the car park.
- The gates will worsen the pedestrian traffic situation as they will block the car park.
- The gates and railings will be a hazard as they will lead to a loss of visibility to drivers.
- The delay in opening gates will add to delay, if the gates are left open at peak times this is pointless as the danger will still be there.
- The new gates will reduce the amount of car parking space, which will increase traffic on the road.

Highways Impact: General Lack of Traffic Calming Measure

Specific deficiencies highlighted as below:

- There are no calming strips on the road either side of the school entrances
- There are no speed bumps to slow down traffic
- There are no signs to indicate a school in a residential road
- There are no flashing amber lights to warn of traffic of a nearby school
- There are no zig zag traffic lines

Development and Flood Risk: Increased Risk of Flooding

- The increase in the size of the building development and the new fence and gates will lead to a flood risk due to its proximity to the River Pinn.

APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:
'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

The Government has issued the National Planning Policy Framework (NPPF), which consolidates national planning policy and is a material consideration in the determination of this application.

In this instance, the Development Plan comprises London Plan (consolidated with alterations since 2011) (2015) and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of the Development
 Character and Appearance of the Area
 Residential Amenity
 Highways Impact
 Development and Flood Risk
 Trees and Development
 Equalities Impact
 S17 Crime & Disorder Act
 Consultation Responses

Principle of the Development

The relevant policies in this regard are Development Management Policies DM47 which addresses the retention of existing education facilities. Part B of this policy states that proposals for the redevelopment of education facilities that secure enhanced re-provision on the site will be supported.

The submitted Design and Access Statement states that the proposal would allow improved facilities on site and therefore would be supported in principle, subject to other material planning considerations, which are addressed below.

Character and Appearance of the Area

Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the

existing spaces and streets in orientation, scale, proportion and mass.

Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.'

Policy DM1 of the DMP gives advice 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".

First Floor Rear Extension

A neighbouring objection has been raised that the proposal would lead to an overdevelopment of the site. The only part of the building to be physically extended would be the first floor side extension. The extension would be located behind the main rear elevation and would therefore not be highly visible within the street scene. The depth of 3.50m would be proportionate to that of the main building and would align in depth with the existing rear extension. The proposed roof form would be a continuation of the existing roof and would be in keeping with the existing design of the building. Overall, the proposed first floor rear extension would be considered acceptable in terms of its impact on the character and appearance of the street scene in accordance with policy DM1 Development Management Policies Local Plan (2013).

External Fire Escape Spiral Staircase At Rear:

The staircase would be located to the rear of the building in the centre. Its purpose, form and scale would be consistent with the nature and use of the building. It would reach to a full height of 4 metres and so would not be prominent within the street scene and would not have a harmful impact on the character of the existing building, in accordance with policy DM1 Development Management Policies Local Plan (2013).

Sliding Entrance Gates And Railings

The existing wall would be increased in height and railings would be added. In the previously refused application P/3461/11 permission was refused for railings and gates to a height of 1.70m. The reason for refusal given was that the gates would be excessive in height and would be incongruous and overbearing and would detract from the open character of the area and street scene. A number of objections have been raised that the gates would not be in keeping with the character of the street, which has an open character with low walls and open entrances, with houses set back from the road and that the proposed gates would not have a residential character.

In the current proposal the height of the railings and gate would be reduced to a height of 1.50m which would effectively reduce the degree to which the boundary treatment impacts the street scene. Moreover, it should be noted that the application site has an existing fence on its eastern side that has a height of 1.70m and so the replacement of this with a low wall and railings would increase the character of openness. In the previously refused application, this fence was to be retained in its current form.

Furthermore, while the street scene to the west of the application site has a character of open boundary treatments, to the east of the application site there is heavy foliage on the boundary and there are high walls and boundary treatments at neighbouring houses at the far east of the street and a character which combines open and closed boundary treatments, and the proposal would be a continuation of this.

Therefore it is considered that the currently proposed boundary treatment, due to its reduced height, has overcome the previous reason for refusal and would be considered acceptable in accordance with policies 7.4.B and 7.6.B of The London Plan 2015, policy CS1.B of the Harrow Core Strategy and Policy DM1 of the Development Management Policies Local Plan 2013.

Bin Store

At present the refuse bins are stored at the eastern side of the site towards the rear. In the current proposal the bin store would be located toward the front of the site. It is understood from the submitted elevations that the bin store would be of the same height or lower than the proposed railings. Therefore it would not be prominent within the street scene and would be acceptable in terms of its character and appearance in accordance with policy DM1.

External Alterations

The two proposed rooflights would not be excessive in size and would be considered an acceptable addition to this type of building and would not be harmful in terms of their impact on the host building or the street scene in accordance with policy DM1.

In summary, the proposal would be considered acceptable in terms of its impact on the character and appearance of the host building and the street scene, in accordance with policies 7.4B and 7.6.B of the London Plan (2015), policy CS1.B of the Harrow Core Strategy (2012) and Policy DM1 of the Harrow Development Management Policies (2013).

Residential Amenity

Policy DM1 of the DMP 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”.

First Floor Rear Extension

A neighbour objection has been raised that due to the bulk of the proposed first floor rear extension, there would be an unacceptable loss of light and outlook to the attached neighbour at No. 7. However, the proposal would not project beyond the existing first floor rear extension in depth and therefore the proposal would be screened beyond this existing rear extension. It would therefore have an acceptable impact on the neighbour at No. 7 in terms of light and outlook in accordance with Policy DM1 of the Development Management Policies 2013.

There are neighbours to the side and rear of the proposal at No. 1 and No. 3 Barrow Point Avenue. The extension would be a sufficient distance from both neighbours to ensure that there would be an acceptable impact on their light and outlook in accordance with policy DM1. There would only be oblique overlooking to the neighbour at No. 1 Barrow Point Avenue. This would be a sufficient distance away to ensure there would not be a harmful impact on this neighbour's privacy in accordance with policy DM1. The new windows would face towards the neighbour to the rear at No. 3 Barrow Point Avenue. However, due to the distance from this neighbour, the degree of overlooking would not be significant and would be acceptable in accordance with Policy DM1.

Installation Of External Fire Escape Spiral Staircase At Rear:

This would be used for exit during emergencies and to access the rear garden from the

first floor and would not form a habitable room which would be in regular use. It would be a distance of almost 7 metres from the attached neighbour at No. 7 Barrow Point Avenue with full height to the top of the railings of 4m. The structure would not be excessive in height and would be a sufficient distance from the boundary. Its purpose as only an exit would mean that it is not used as a habitable space and would not lead to unacceptable overlooking of the attached neighbours. Overall it would have an acceptable impact on this neighbour in terms of its impact on outlook and privacy, in accordance with policy DM1.

The staircase would be located over 20 metres from the neighbour to the rear at No. 3 Barrow Point Avenue and almost 40 metres from the neighbour to the east at No. 1 Barrow Point Avenue. As a result it would have an acceptable impact on this neighbour in terms of light and outlook in accordance with policy DM1.

Therefore it is considered that it would have an acceptable impact on these neighbours in terms of overlooking and outlook, in accordance with policy DM1.

Sliding Entrance Gates And Railings

A number of neighbour objections have been raised in relation to the amenity of neighbouring occupiers. These objections relate to the impact of the gates on traffic related issues, so these will be addressed in Section 4 'Highways Impact' below.

A neighbour objection has been received stating that the new gates raise the potential for the use of the front area as a play area which would lead to noise and disturbance. This objection has requested that written assurances should be made that this should not take place. This is not an issue that can be guaranteed by condition. However, the existing and proposed plans have indicated that the front area is designated for parking and the impact on amenity would not be considered unacceptable even if this were to be changed to a play area. Furthermore, the applicant has indicated that the purpose of the gates is principally to secure the premises outside of opening hours rather than during opening times.

A further objection has been raised that there is already a noisy intercom system on the building; if this were put on the new railings it would increase the level of disturbance to neighbouring occupiers. However, this security system does not constitute development and therefore the relocation of this cannot be prevented using planning conditions.

Aside from this, the gates and railings would be in relatively close proximity to the attached dwellinghouse at No. 7 Barrow Point Avenue. The railings would be approximately 6 metres to the main dwellinghouse at No. 7 and therefore would have an acceptable impact on this neighbour in terms of their outlook, in accordance with policy DM1.

Amenity of Neighbouring Occupiers: Noise and Disturbance on Site

A number of neighbour objections have been made in relation to this issue. It has been stated that the justification given for the increase in the size of the building is insufficient and that the proposals appear to be related to an increase in the number of children on site.

The submitted Design and Access Statement and plans indicated that the additional space will be used for better kitchen facilities and to create a larger staff room. These uses are consistent with the current use of the building/site and are considered

acceptable.

It is acknowledged that there are a number of concerns from neighbouring occupiers in relation to noise and disturbance on site from the nursery. However, it should be noted that the current use was made through permitted development as it changed within the D1 Use Class, rather than being granted planning permission. It has also been stated in several neighbour objections that assurances should be made that the number of children on site will not increase. A condition is recommended that would ensure the number of children on site would not exceed 85, 10 more than are currently on site, which is the full capacity of the building at present. Therefore this would not represent an increase on current potential maximum numbers of children on site. Such a condition would provide greater security for neighbouring occupiers that the numbers of children on the site would not significantly increase as there is no such restriction on the use of the premises currently. Such a condition would be reasonable in the context of the increasing level of accommodation on site and proximity of neighbouring occupiers.

Notwithstanding the above, the applicant has indicated that the number of children on the site will not increase as a result of the proposed works. The extent to which there is noise and disturbance on site would not be exacerbated by the current proposal. Therefore it is considered that the proposal would have an acceptable impact on neighbouring amenity in this context, in accordance with policy DM1 of the DM policies.

Bin Store

The bin store would be located within the curtilage of the site and would not be in close proximity to the neighbouring dwellinghouses. Therefore it would have an acceptable impact on neighbouring amenity in accordance with policy DM1.

External Alterations

The proposed rooflights would be set at an angle in the roof. The nearest neighbours would be No. 3 and No. 1 Barrow Point Avenue. These houses are a sufficient distance from the proposed rooflights to ensure that there would be an acceptable degree of overlooking in accordance with policy DM1.

In summary it is considered that the proposal would not lead to an unreasonable loss of neighbouring amenity, in accordance with policy CS1.B of the Harrow Core Strategy (2012), Policy DM1 of the Harrow Development Management Policies (2013).

Highways Impact

Policy DM43 of the Harrow Development Management Policies (2013) states that proposals that fail to satisfactorily mitigate the transport impacts of development will be resisted.

Traffic Problems Related to Increased Number of Visitors

A number of objections have been received in relation to traffic problems that would be exacerbated due to an increased number of visitors. These state that there already problems due to the road being used for commuters parking and short cuts as well as parents currently using the nursery parking incorrectly in front of driveways, etc.

Objections have also stated that contrary to statements made in the submitted documents, most children are brought on site by car and that the increase in the size of the building will exacerbate these problems to the detriment of the amenity of neighbouring occupiers.

As mentioned earlier in the report, the submitted Design and Access Statement has stated that the number of children on site will not be increased as a result of the development and a condition will be attached that will ensure that the number of children will not substantially increase. Therefore, while it is recognised that there are existing traffic problems in the area, of which the host property is a contributing factor, it is not considered that the current proposal would significantly exacerbate this problem, as the number of children on site will not increase.

Traffic Problems Related to Proposed Fence and Railings

A number of objections have also been received in relation to traffic problems that would be exacerbated by the proposed gate and railings. These will be addressed individually, with the objection shown in italic and the response below:

- *The gates will not be effect in security terms as there is a pedestrian gate which can be used.*
The response from the applicant has indicated that the purpose of the gates is to provide security on site during the night and so the gates will be locked at this time.
- *The gates will worsen the motor traffic situation as they will block the car park.*
Submitted documents have confirmed that the gates will be left open during the peak hours of 7.30am -6pm, which addresses this issue.
- *The gates will worsen the pedestrian traffic situation as they will block the car park and also the delay in opening gates will add to delay, if the gates are left open at peak times this is pointless as the danger will still be there.*
Submitted documents have confirmed that the gates will be left open during the peak hours of 7.30am -6pm, which will ensure that there will not be a blockage to the car park. The applicant has stated that the purpose of the gates is also to provide security for the site at night and prevent the car park being used at night.
- *The gates and railings will be a hazard as they will lead to a loss of visibility to drivers.*
The response from the Highways Agency has not indicated that this would not be a danger as adequate visibility splays would be maintained. Furthermore, there was no objection to the previously proposed gates in the refused application reference P/3461/11, from the Highways Agency.
- *The new gates will reduce the amount of car parking space, which will increase traffic on the road.*
The submitted existing and proposed plans have indicated that there are currently 10 parking spaces on site and that there would be no reduction in the number of on-site parking spaces. It is recognised that provision of car parking spaces is important in preventing additional congestion on the street. A condition will be included with this report in order to maintain the current number of car parking spaces.

General Lack of Traffic Calming Measures

An objection has been made that there is a lack of general traffic calming measures, with examples given below:

- There are no calming strips on the road either side of the school entrances
- There are no speed bumps to slow down traffic
- There are no signs to indicate a school in a residential road

- There are no flashing amber lights to warn of traffic of a nearby school
- There are no zig zag traffic lines

However, as indicated above, the number of children on site will remain the same. The Highways Agency is responsible for these type of traffic-calming measures and have not indicated that there is a requirement for this at the application site.

Development and Flood Risk

Policy DM9 of the Harrow Development Management Policies Local Plan (2013) states that proposal that would fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused. The site is located within Flood Zone 2 and partly in Flood Zone 3 according to the Environment Agency Flood Map - (see Appendix C). There is an 8 metre 'Exclusion Zone' designated by the Environment Agency, along the eastern side of the site running alongside the boundary where building is not permitted.

A neighbour objection has been made that the increase in the size of built development and the proposed railings and gate will lead to an increased flood risk due to its proximity to the River Pinn.

The proposal would be based above the existing single storey rear extension and would not increase the footprint. It would not be within the 8m EA exclusion zone.

The Environment Agency, an external consultee, has not objected to the proposal and they did not object to the proposal in the previously withdrawn application P/4059/14 which had a larger footprint and was closer to the flood risk area.

The Engineering Drainage Section, who are responsible for monitoring flood risk within the borough, have also raised no objections to the proposal. Therefore it is considered that the proposal would not increase the risk of consequences of flooding, in accordance with policy DM9 of the Harrow Development Management Policies Local Plan (2013).

Trees and Development

There is a cluster of protected trees on the north eastern section of the site, directly adjacent to the river. Policy DM22, part D, of the Development Management Policies (2013) states that the Council will require trees identified for retention to be protected during construction and to be retain or replaced where necessary following the completion of the development. These trees are approximately 10 metres from the proposed development and therefore the works could be managed correctly in order to ensure no damage was caused to the trees.

The Tree Officer's consultation response has stated that the submitted Arboricultural Report and Draft Protection Measures are acceptable and should be implemented exactly as per the recommendations with the report. The Tree Officer's response has also recommended other conditions which would protect the retained trees and the stump of the T6 Horse Chestnut Tree to ensure stability in relation to the river bank. These issues will be secured by condition.

Based on this and subject to conditions as described above, it is considered that the proposed works would not have any detrimental impact on the health of these trees.

Therefore it is considered that the proposed development would be in compliance with Policy 7.21 of The London Plan (2015), Policies DM1 and DM22 of the Harrow

Equalities Impact

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application would not have any impact on equalities.

S17 Crime & Disorder Act

It is considered that the proposed design of the development would not lead to an increase in perceived or actual threat of crime.

Consultation responses

Character and Appearance of the Area: Overdevelopment of the site

- *The proposal would result in an overdevelopment of the site and there is not sufficient justification made in relation to this.*
- This issue has been addressed in Section 2 above.

Character and Appearance of the Area: Impact of Fence and Railings

- *The proposed gates would not be in keeping with the character of the street, which has a generally open character with low walls and open entrances, with houses set back from the road.*
- *The proposed gates would not have a residential character and would appear more industrial and would therefore not be in keeping with the area.*
- These issues have been addressed in Section 2 above.

Amenity of Neighbouring Occupiers: Loss of Light and Outlook

- *The bulk of the proposed first floor rear extension would lead to a loss of light and outlook to the attached neighbour at No. 7.*
- This issue has been addressed in Section 3 above.

Amenity of Neighbouring Occupiers: Noise and Disturbance on Site

- *The proposal states that it will not increase the number of children on site. However, it seems likely that this is the underlying aim of the proposal and that there could still be potential for this, which would lead to increased noise and disturbance on site from children.*
- *Related to the above, the proposal would result in an overdevelopment of the site and there is not sufficient justification made in relation to this-assurances should be made that the number of children on site will not increase.*
- *The gates create the potential for the front area to be used as a play area which would lead to noise and disturbance. Written assurances should be made that this should not take place.*
- *There is already a noisy intercom system on the building; if this were put on the new*

railings it would increase the level of disturbance to neighbouring occupiers.

- These issues have been addressed in Section 3 above.

Highways Impact: Traffic Problems Related to Increased Number of Visitors

- *The street is already used for parking by commuters and as a short cut.*
 - *Contrary to claims made in the submitted documents, most children are brought on site by car, not by public transport and in relation to this the Council is requested to monitor visitor numbers at peak time in the morning.*

 - *The proposal states that it will not increase the number of children on site. However, there could still be potential for this that would lead to:*
 - *Increased traffic congestion on the street*
 - *Problems for residents to access and leaving their driveways which are blocked by visitors to the nursery/*
 - *Danger for visitors and residents due to the poor driving habits of visitors*
- These issues have been addressed in Section 4 above.

Highways Impact: Traffic Problems Related to Proposed Fence and Railings

- *The gates will not be effect in security terms as there is a pedestrian gate which can be used.*
 - *The gates will worsen the motor traffic situation as they will block the car park.*
 - *The gates will worsen the pedestrian traffic situation as they will block the car park.*
 - *The gates and railings will be a hazard as they will lead to a loss of visibility to drivers.*
 - *The delay in opening gates will add to delay, if the gates are left open at peak times this is pointless as the danger will still be there.*
 - *The new gates will reduce the amount of car parking space, which will increase traffic on the road.*
- These issues have been addressed in Section 4 above.

Highways Impact: General Lack of Traffic Calming Measure

Specific deficiencies highlighted as below:

- *There are no calming strips on the road either side of the school entrances*
 - *There are no speed bumps to slow down traffic*
 - *There are no signs to indicate a school in a residential road*
 - *There are no flashing amber lights to warn of traffic of a nearby school*
 - *There are no zig zag traffic lines*
- These issues have been addressed in Section 4 above.

Development and Flood Risk: Increased Risk of Flooding

- *The increase in the size of the building development and the new fence and gates will lead to a flood risk due to its proximity to the River Pinn.*
- These issues have been addressed in Section 5 above.

CONCLUSION

For these reasons, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

CONDITIONS

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2 The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

REASON: To match the appearance of the original dwelling and to safeguard the appearance of the locality to comply with core policy CS 1B of the Harrow Core Strategy 2012 and policy DM 1 of the Development Management Policies Local Plan 2013.

3 The number of children cared for, at any one time on the site, shall not exceed 85.

REASON: a: To safeguard the amenity of neighbouring residents and the character of the locality; b: In the interests of highway safety, to comply with policy DM43 of the Development Management Policies Local Plan 2013.

4 The development hereby permitted shall be carried out in accordance with the tree works and method of tree protection set out in the submitted Arboricultural Report dated August 2014. The development shall thereafter be retained in that form thereafter.

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected to comply with policy DM22 of the Development Management Policies Local Plan 2013.

5 The stump of the Horse Chestnut which is to be removed shall be retained to a height as close to ground level as possible, for stability purposes in relation to the riverbank.

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected to comply with policy DM22 of the Development Management Policies Local Plan 2013.

6 The parking provision indicated on proposed plan reference 2965 026 shall be implemented in accordance with the approved details and retained in accordance with this plan thereafter.

REASON: To ensure the satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety to comply with policies DM1 and DM43 of the Development Management Policies Local Plan 2013.

7 The development hereby permitted shall be carried out in accordance with the following approved plans: 2965001; 2965002; 2965003; 2965004; 2965005; 2965006; 2965007; 2965008; 2965026; 2965027; 2965028; 2965029; 2965030; 2965031; 2965032; 2965033; 2965035; Design and Access Statement; Arboricultural Report (140729-PD-11a).

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

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning policy Framework (2012)

The London Plan (consolidated with alterations since 2011) (2015)

7.4B Local Character

7.6B Architecture

Harrow Core Strategy (2012):

Policy CS 1B

Development Management Policies Local Plan 2013

Policy DM 1 Achieving a High Standard of Development

Policy DM9 Managing Flood Risk

Policy DM10 On Site Surface Water Attenuation

Policy DM22 Trees and Landscaping

Policy DM42 Parking Standards

Policy DM43 Transport Assessments and Travel Plans

Policy DM46 New Community, Sport and Education Facilities

Policy DM47: Retention of Existing Community, Sport and Education Facilities

2 INFORM23_M - Considerate Contractor Code of Practice

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

3 INFORM32_M - The Party Wall etc. Act 1996

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building, and that work falls within the scope of the Act.
- Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote **Product code:** 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

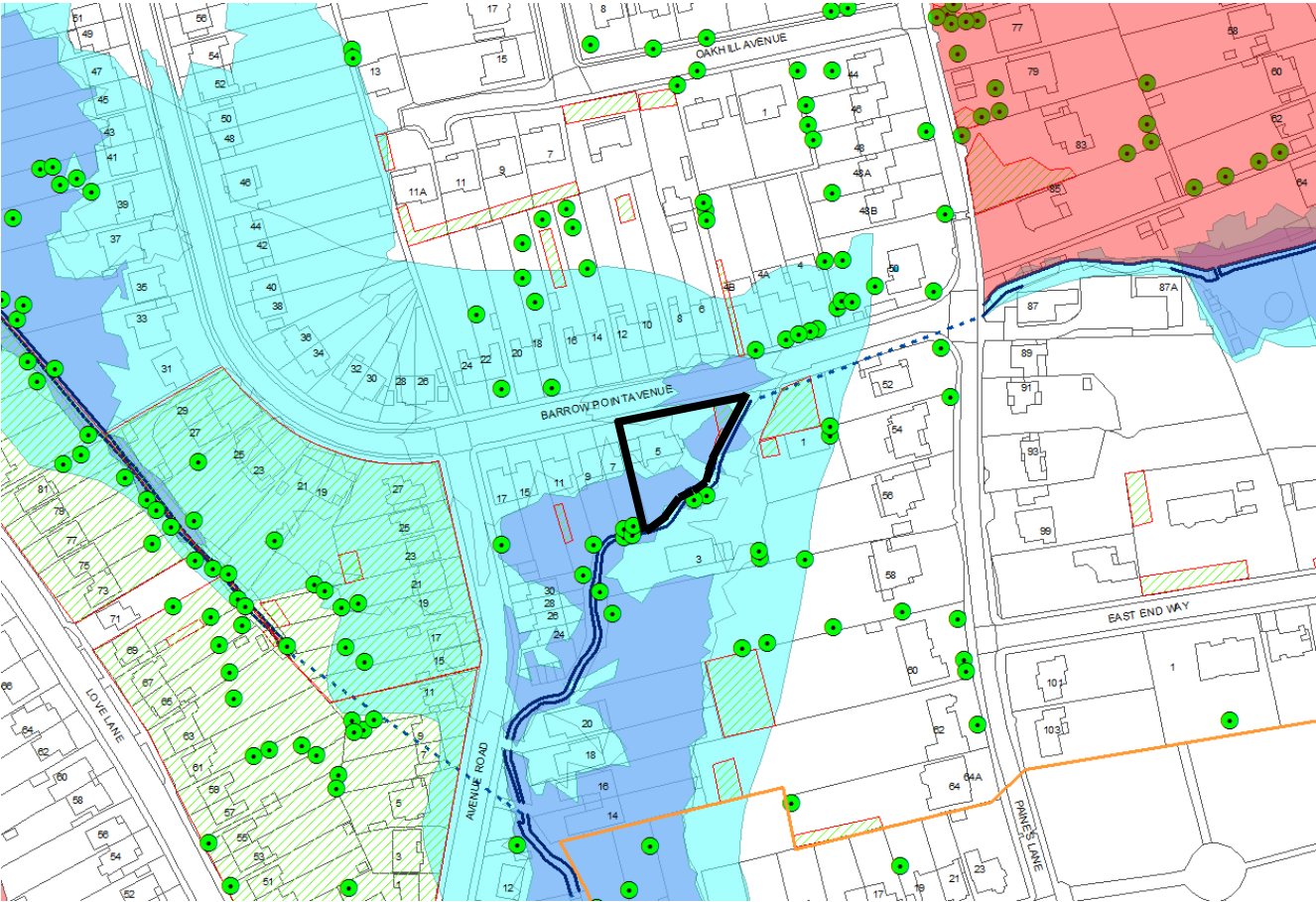
4 INFORM PF_1

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 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

Plan No.s: 2965001; 2965002; 2965003; 2965004; 2965005; 2965006; 2965007; 2965026; 2965027; 2965028; 2965029; 2965030; 2965031; 2965032; 2965033; 2965 Design and Access Statement; Arboricultural Report.

**BLUE BUTTERLY, MONTESSORI NURSERY, BARROW POINT AVENUE,
PINNER**



ITEM NO. 2/04
ADDRESS: 126 CANNONBURY AVENUE, PINNER
REFERENCE: P/3442/15
DESCRIPTION: FIRST FLOOR SIDE EXTENSION; FRONT PORCH
WARD: PINNER SOUTH
APPLICANT: MR KAM CHANA
AGENT: SKM PLANNING & DESIGN
CASE OFFICER: KIMRY SCHLACTER
EXPIRY DATE: 06/10/2015

RECOMMENDATION

GRANT planning permission for the development described in the application and submitted plans, subject to conditions

INFORMATION

The application is reported to the Planning Committee because the owner of the application property is an elected member of Harrow Council.

Statutory Return Type: 21. Householder Development

Council Interest: None

Gross Floorspace: 136.5 sqm

Net additional Floorspace: 13.5 sqm

GLA Community Infrastructure Levy (CIL) Contribution (provisional): N/A

Site Description

- The application site comprises a two-storey semi-detached house on the south-west side of Cannonbury Avenue.
- The property has an existing single storey front and side extension, and a rear conservatory.
- The forecourt is partially hardsurfaced for parking.
- The rear garden slopes down, with a drop at the end of the existing raised patio.
- No. 128, to the south-east, is the attached property, with a small conservatory at the rear and attached garage projecting to the same depth as the front extension of the subject property.
- No. 124, to the north-west, is the adjoining semi-detached property, with a single storey attached garage / side extension adjacent to that of the subject site, and with glazed doors at the rear.
- Nos. 27 and 29 Chestnut Drive adjoin the property at the rear.

Proposal Details

- The proposal is to construct a first floor side extension and an extended front porch.
- The first floor side extension will be set back 1.0m from the front elevation of the original dwellinghouse, and will be flush with the original rear elevation.
- The roof of the proposed side extension will be set down 0.5m from the main roof ridgeline, and will be hipped, with a box gutter feature along the flank edge.
- The proposed extended porch would project 800mm to the front.
- The roof detail of the front porch will be continued over the existing ground floor side extension, and will have a maximum height of 3.0m over the porch and 3.45m over the ground floor side extension, with an eaves height of 2.4m.
- Glazed windows are proposed on the front and rear elevations of the first floor side extension. No windows or other openings are proposed in the flank elevation.
- Materials used on the exterior finish, and doors and windows, will match those of the existing dwellinghouse.

Revisions to Previous Application

- N/A

Relevant History

LBH/1709 – Conservatory
Granted – 27/09/1966

WEST/7/97/FUL – Single Storey Side Extension
Granted – 27/02/1997

WEST/135/02/CLE – Certificate of Lawful Existing Development: Conservatory at Rear
Granted – 19/02/2002

P/575/05/DFU – Two Storey Side to Rear; Single Storey Front and Rear Extension;
Raise Roof over Existing Rear Extension
Granted – 06/04/2005

Pre-Application Discussion (Ref.)

- N/A

Applicant Submission Documents

- Design and Access Statement

Consultations

- N/A

Advertisement

Site Notice posted 17/08/2015

Notifications

Sent:4

Replies: 0

Expiry: 17/08/2015

Addresses Consulted

Nos. 124 and 128 Cannonbury Lane, Pinner, HA5 1TT

Summary of Responses

- N/A

APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

The Government has issued the National Planning Policy Framework (NPPF), which consolidates national planning policy and is a material consideration in the determination of this application.

In this instance, the Development Plan comprises London Plan (consolidated with alterations since 2011)(2015). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Character and Appearance of the Area

Residential Amenity

S17 Crime & Disorder Act

Equalities Impact

Consultation Responses

Character and Appearance of the Area

Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.

Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.'

Policy DM1 of the DMP gives advice 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". Policy DM22 outlines the importance of landscaping which is appropriate to the character of the area and is well laid out, while policy DM23 notes the need for soft landscaping where appropriate in forecourts and front gardens.

The Council has adopted a Supplementary Planning Document (SPD) on Residential Design (2010), which gives design guidance and requires extensions to harmonise with the scale and architectural style of the original dwellinghouse. Substantial weight is accorded to the SPD as a material planning consideration.

The proposed extended front porch has an area of 1.5m², which is within the tolerances that would be allowed under permitted development. The porch is clearly separated from, and does not project forward of, the existing bay window, and adequate depth is retained for parking in the existing driveway. The height of the proposed roof at ground floor level is acceptable and reflective of other designs along Cannonbury Avenue.

The proposed first floor extension is also reflective of several other similar developments along Cannonbury Avenue. The extension has been set back from the main front elevation by 1.0 metre, and the roof has been set down from the original roof, thus the proposal is clearly read as a subordinate addition to the house. The roof has been hipped to avoid a terraced appearance.

The eaves detailing includes a box gutter rather than a traditional eaves detail. However, given the nominal height of this detail, it would not be unduly apparent in the streetscene and would be acceptable in this instance.

In summary, the proposal complies with policies 7.4B and 7.6.B of the London Plan (2011), policy CS1.B of the Core Strategy (2012), policy DM1 of the Development Management Policies (2013) and the adopted SPD: Residential Design Guide (2010).

Residential Amenity

Policy DM1 of the DMP 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.

The proposed extended porch would not project forward of the main front building line, and the eaves height on the boundary would be 3.0m.

The first floor side extension does not project beyond the rear elevation, and is set back from the front with a hipped roof form. It therefore concurs with the horizontal 45-degree code as set out in the adopted SPD. Although there is a small window on the flank of no. 124, this appears to serve a hallway / staircase, and would not be considered as a protected window for the purposes of the Residential Design Guide SPD. No windows are proposed on the flank of the proposed side extension.

Given the factors above, it is considered that the proposal would not result in undue impacts the amenities of the occupiers of nos. 124 and 128.

Given the distance of the proposal from the common boundaries, it is not considered that the proposal would result in undue impacts on the amenities of the neighbouring occupiers to the rear (nos. 27 and 29 Chestnut Avenue).

In summary, the proposal would not have unreasonable impacts on neighbouring amenity, in compliance with policies 7.6.B of the London Plan (consolidated with alterations since 2011)(2015), policy DM1 of the Harrow Development Management Policies (2013) and the adopted SPD: Residential Design Guide (2010).

S17 Crime & Disorder Act

It is considered that the proposed design of the development would not lead to an increase in perceived or actual threat of crime, and so it would comply with the above legislation and with policy 7.3 of The London Plan (2015).

Equalities Impact

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

Consultation Responses

N/A

CONCLUSION

The proposed development has a satisfactory impact on the character and appearance of the property and the area. Furthermore, the proposal has not been found to unacceptably harm the amenity of the neighbouring occupiers.

For all the reasons considered above, and weighing up the development plan policies and proposals and other material considerations, this application is recommended for grant.

CONDITIONS

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall be carried out in accordance with the following approved plans: SKMPD-P-126CA-001 Edition E; SKMPD-P-126CA-002 Edition D; Design and Access Statement

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

3 The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

REASON: To safeguard the appearance of the existing property and the locality in accordance with saved policy DM1 of the Harrow Development Management Plan Policies Plan (2013).

4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification), no window(s)/door(s) 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 amenity of neighbouring residents in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES

1 The following national, regional and local planning policies and guidance are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (consolidated with alterations since 2011)(2015): Policies 7.3B, 7.4B and 7.6B.

Harrow Core Strategy (2012): Core Policy CS1.B.
Harrow Development Management Policies Local Plan (2013): DM1
Supplementary Planning Document: Residential Design Guide (2010)

2 INFORM_PF2 - Grant without Pre-application 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 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

3 INFORM23_M M - Considerate Contractor Code of Practice

INFORMATIVE:

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

4 INFORM32_M - The Party Wall etc Act 1996

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the Portal website:

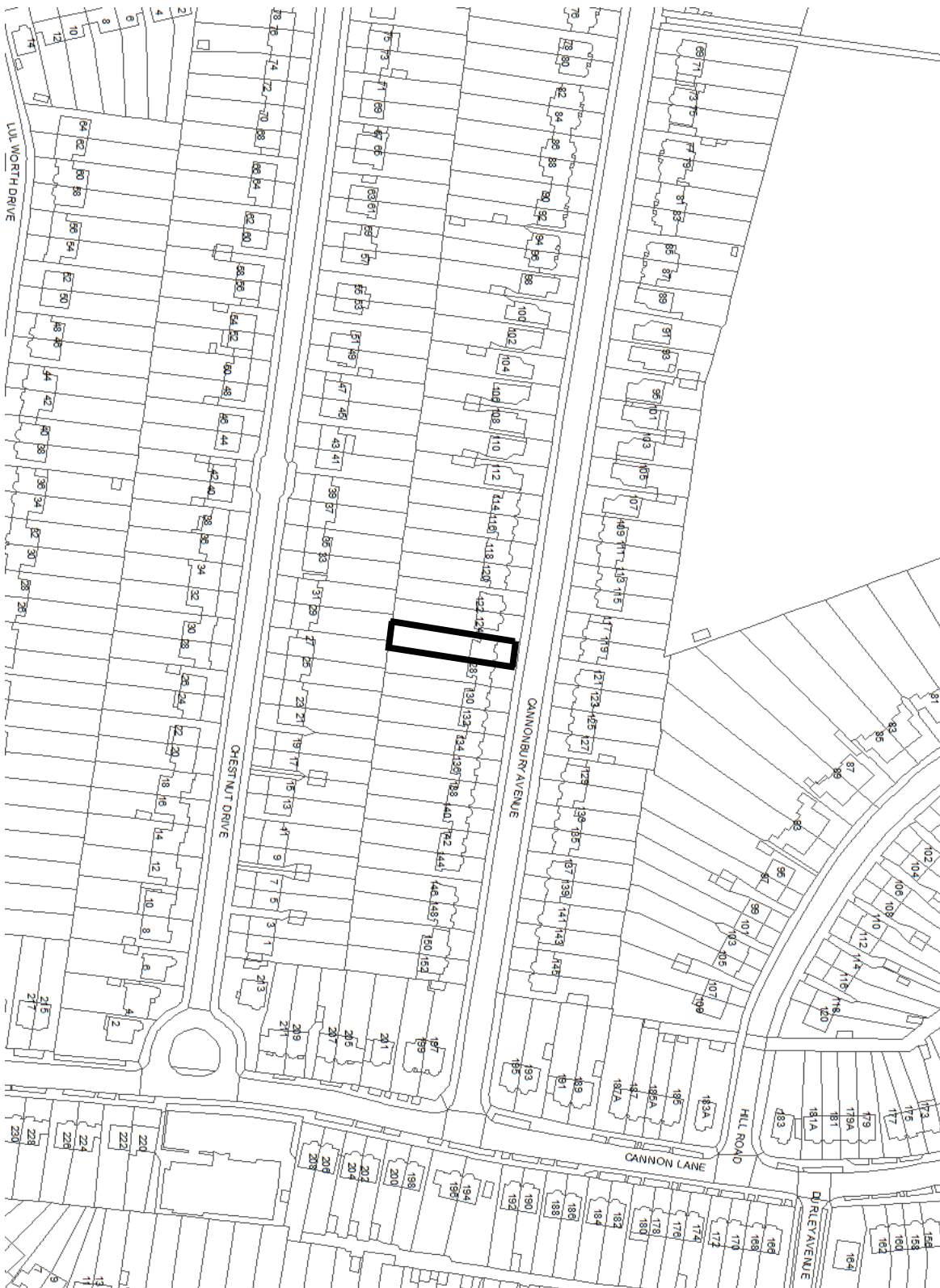
<https://www.gov.uk/party-wall-etc-act-1996-guidance>

5 A yellow Site Notice relating to this planning application describing the development and alerting interested parties of the development has been placed in the vicinity of the application site. You should now remove this Site Notice.

6 Please note that an annotation on Drawing No. SKMPD-P-126CA-001 Edition E indicates additional hardsurfacing for the front garden. However, this is not included in the development description and is not considered as part of this permission.

Plan Nos: SKMPD-P-126CA-001 Edition E; SKMPD-P-126CA-002 Edition D; Design and Access Statement

126 CANNONBURY AVENUE, PINNER



ITEM NO: 2/05

ADDRESS: CAR PARK TO THE REAR OF THE CROSSWAY, THE BROADWAY AND THE MIDDLE WAY

REFERENCE: P/3702/15

DESCRIPTION: CHANGE OF USE OF FORMER CAR PARK TO SITE COMPOUND (SUI GENERIS) INVOLVING INSTALLATION OF SIX MOBILE UNITS AND FOUR SKIPS UNTIL THE END OF MARCH 2017

WARD: WEALDSTONE

APPLICANT: MR BEN CURLING (LBH)

AGENT: MISS MELANIE TUMELTY

CASE OFFICER: NIK SMITH

EXPIRY DATE: 28/10/2015

RECOMMENDATION

GRANT planning permission, subject to conditions.

INFORMATION:

Statutory Return Type: Change of Use

Council Interest: The Council is the applicant and landowner

Net Additional Floorspace: n/a.

Background

This application is reported to the Committee because it relates to land owned by the Council and the development proposed does not fall within the exceptions stated within proviso C of the Council's Scheme of Delegation. Determining the application therefore does not fall within the Council's Scheme of Delegation for the determination of applications for new development.

Site Description

- The site was formally used for car parking but is no longer used for that purpose. It is accessed from the The Middle Way and is located directly to the rear of gardens serving No's 17 – 31 The Cross Way, No's 25 and 27 The Broadway and No's 16 – 60 The Middle Way. These properties have fencing of various heights on the boundary with the site.
- It has a site area of around 1,030m².
- The site is owned by London Borough of Harrow.

Proposal Details

Proposed Change of Use

- The proposal is for the change of use of the site from a former parking area to a site

compound for the storage of materials and a base for staff carrying out repair work (including new kitchens and bathrooms in Council owned housing) in the area.

Proposed Buildings on Site

- The buildings on site would comprise:
 - 1 x Site Office (7.32m wide, 2.7m deep and 2.8m tall)
 - 1 x Canteen (7.32m wide, 2.7m deep and 2.8m tall)
 - 1 x Toilets 4.88m wide, 2.7m deep and 2.8m tall)
 - 3 x Storage Containers (6.25m wide, 2.7m deep and 2.8m tall)
 - 4 x Skips (3.8m wide and 1.8m deep)
 - There would be space for parking four vehicles within the site.

Proposed Operations

- The applicant has explained that site workers would attend the compound each day to sign and be allocated work. They would return at lunch time and at the end of the day to wash and change clothes. There would be deliveries to and from the site.

Relevant Planning History

There is no relevant planning history at this site.

Consultations

Highways: No objection

Environmental Health: No objection subject to condition

Advertisement

N/A

Site Notice

Expiry Date: 28th September 2015

Reason for Notification: General Notice

Notifications

30 neighbours were consulted on 2nd September 2015. Additional letters were hand delivered to those addresses on 15th September (seeking comments within 14 days) because of an administrative error on the original letter. Any responses to that consultation exercise will be reported to the Committee either through an addendum or verbally.

Summary of Response(s):

No responses have been received at the time of writing.

APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

The Government has issued the National Planning Policy Framework (NPPF), which consolidates national planning policy and is a material consideration in the determination of this application

In this instance, the Development Plan comprises the London Plan (consolidated with alterations since 2011) (2015) and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Principle of the Development
Impact on the Appearance of the Area
Residential Amenity
Traffic, Parking and Accessibility
Equalities Implications
S17 Crime & Disorder Act
Consultation Responses

Principle of the Development

The National Planning Policy Framework [NPPF] includes a presumption in favour of sustainable development and reinforces that applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Whilst the site was designed for residential car parking, it is no longer used for that purpose and residents park on the road or on driveways without obvious difficulties. The loss of this site for car parking would be acceptable in principle.

Whilst what would be essentially a commercial use might not normally be desirable in a location like this, given that its characteristics would not be dissimilar to a car parking use (in terms of vehicle movements and levels of activity), the use would be temporary in nature (up to the end of March 2017) and the planning benefits associated with the repair work to local houses that could be carried out because of the use of this site in this way, the principle of the proposed development would be acceptable in this case.

Impact on Character and Appearance of the Area

Policy 7.4 (B) of the London Plan requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass.

Core Policy CS1.B specifies that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.'

Policy DM1 of the DMP sets out 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.

The various structures that would be positioned at the site would not be visible from the

street. They would be visible from the rear of neighbouring gardens and would not constitute the type of structures that might normally be expected in a location like this but given their temporary appearance, their relatively modest heights (a maximum of 2.8m) and the amount of time that they would be sited there, the appearance of the site and the area would not be harmed to an extent that could justify the refusal of planning permission.

Residential Amenity

Policy DM1 of the DMP seeks to ensure that the amenity and privacy of occupiers of existing and proposed dwellings is safeguarded.

The use of the site in this way would impact upon living conditions at those properties near to it.

The proposed structures would in some cases be positioned very near to boundary fences with gardens and in some cases; those fences are not very tall. As a result, there would be an impact on outlook for some occupiers and some gardens would feel more enclosed than they do now. The heights of the structures proposed would not be such that could result in a significant loss of sunlight or daylight.

There would be additional activity at the site because workers would be using it periodically through the working day and traffic would be coming to and from the site. These impacts would not likely be much greater than when the site was being used for car parking, but given that it appears not to have been used in this way for some time, neighbours would likely notice a difference.

That said, a condition could control the hours of use of the site to ensure that they were sociable and not unduly disruptive. That, when added together with the temporary nature of the use and the planning benefits that would result from the use of the site in this way, would outweigh the harm to living conditions at neighbouring properties that would likely result from the development.

There would be a canteen and toilets at the site but these would not be of a scale that might result in significant noise, waste or odour and subject to reasonable management provisions, would be acceptable.

Traffic and Parking, Accessibility

Policy DM43 of the Harrow Development Management Policies Local Plan (2013), part C, states that proposals that fail to satisfactorily mitigate the transport impacts of development will be resisted.

The level of traffic generated by the use of the site in this way would be comparable to the use of the site for residential parking, although it is noted that the site does not appear to have been used in this way for some time. Larger vehicles would also be accessing and exiting the site because of the nature of this use.

The site access would be safe and the use of the site in the way proposed would not likely have a negative impact on the safe and free flow of traffic in the area and would be acceptable.

Equalities Implications

Section 149 of the Equalities Act 2010 created the public sector equality duty.

Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

S17 Crime & Disorder Act

It is considered that the proposed design of the development would not lead to an increase in perceived or actual threat of crime.

Consultation Responses

N/A

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations as set out above, this application is recommended for grant.

CONDITIONS

1 The use of the land hereby permitted shall be discontinued no later than 31st March 2017 and the land returned to its lawful use thereafter. All structures and buildings associated with the use hereby permitted shall be removed by 31st March 2017 unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order that the Council can reconsider the currently proposed use on site in light of site circumstances then prevailing thereby according with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

2 The site shall not be open to staff and traffic shall not enter or leave this site outside the following times:

7.30am to 5.30pm Monday to Friday inclusive, excluding Bank Holidays and 8:30am to 1pm on Saturdays without the prior written permission of the local planning authority.

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

3 The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan, SP-01 revision B, ELEVATION DRAWING (Steel Toilet), elevation drawing (Steel Canteen Unit), PLAN LAYOUT (steel toilet), ELEVATION DRAWING (steel office unit), PLAN LAYOUT (steel office unit), ELEVATION DRAWING (steel store unit) and PLAN LAYOUT (steel store unit)

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

INFORMATIVES:

1 The following policies are relevant to this decision:

National Planning policy Framework (2012)

The London Plan (consolidated with alterations since 2011) (2015)

7.4B Local Character

7.6B Architecture

Harrow Core Strategy (2012)

Policy CS 1B Local Character

Development Management Policies Local Plan 2013

Policy DM 1 Achieving a High Standard of Development

Policy DM42 Parking Standards

2 INFORM23_M - Considerate Contractor Code of Practice

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

3 INFORM32_M - The Party Wall etc. Act 1996

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB Please quote **Product code:** 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

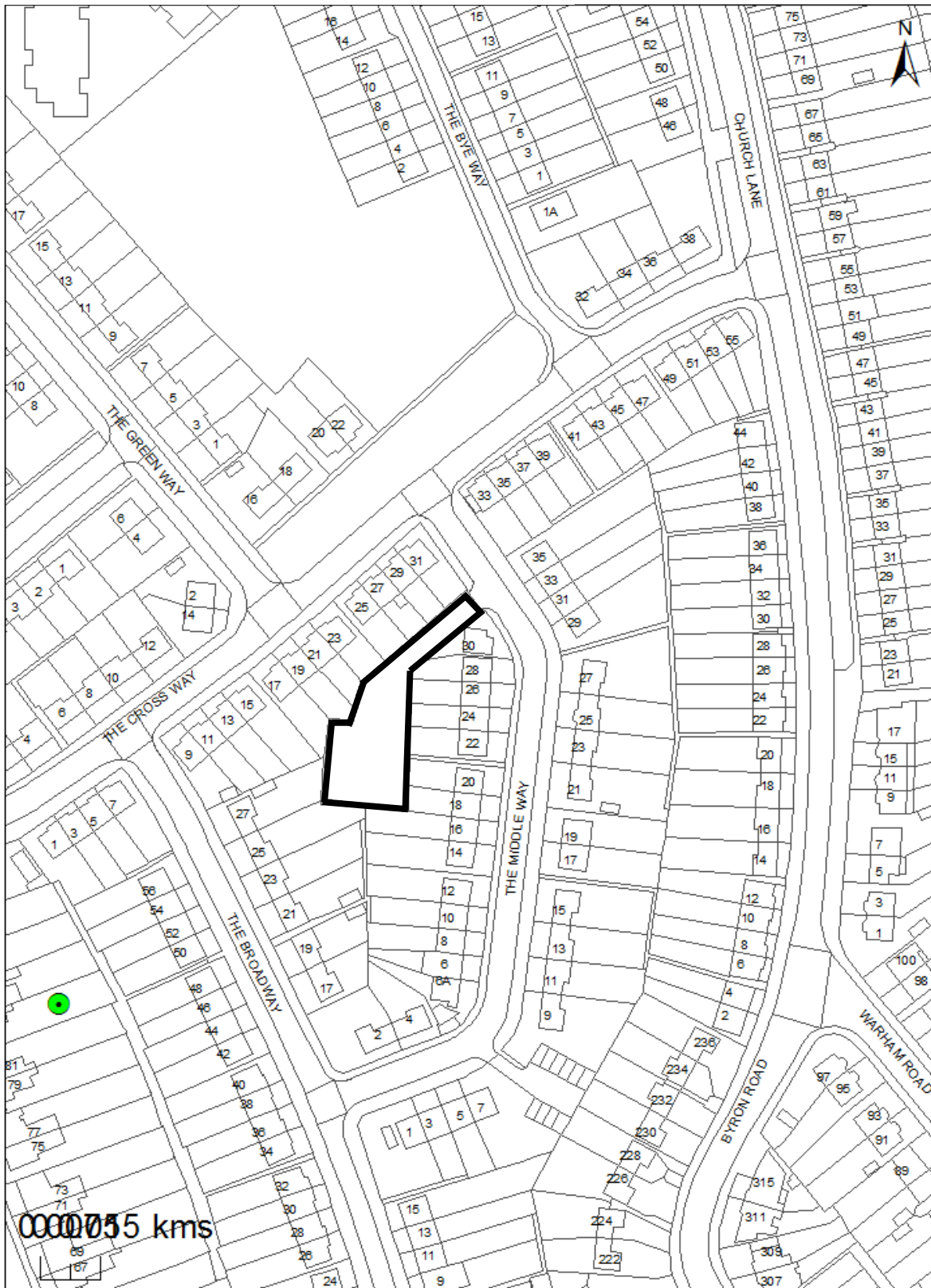
4 INFORM PF_2

Statement under Article 35(3) of The Town and Country Planning (Development Management Procedures) (England) Order 2015

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

Plan Nos: Site Location Plan, SP-01 revision B, ELEVATION DRAWING (Steel Toilet), ELEVATION DRAWING (Steel Canteen Unit), PLAN LAYOUT (steel toilet), ELEVATION DRAWING (steel office unit), PLAN LAYOUT (steel office unit), ELEVATION DRAWING (steel store unit) and PLAN LAYOUT (steel store unit)

CAR PARK TO THE REAR OF THE CROSSWAY, THE BROADWAY AND THE MIDDLE WAY



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SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

None.

SECTION 4 - CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None.

SECTION 5 - PRIOR APPROVAL APPLICATIONS

None.