

SECTION 1 – MAJOR APPLICATIONS

LAND R/O GREENFORD ROAD, HARROW

1/01

P/2394/05/CFU/RJS

Ward: HARROW ON THE HILL

DEMOLITION OF 32 & 34; REDEVELOPMENT TO PROVIDE 10 FLATS IN DETACHED 2 STOREY BUILDING & 1 DETACHED 2 STOREY HOUSE WITH ACCESS & PARKING

GILLETT MACLEOD PARTNERSHIP for MR G BIRCH

RECOMMENDATION

Plan Nos: unnumbered site locality plan, 90/1751/10A, 90/1751/11, 90/1751/12 & 90/1751/13

REFUSE permission for the development described in the application and submitted plans for the following reason(s):

1. The proposed development, by virtue of the design and siting of the proposed detached dwellinghouse and the increase in the extent of hardsurfacing, would give rise to an overdevelopment of the site, to the detriment of the character and appearance of the area.
2. The proposed resiting of the access road and reduction in width of landscaped buffers, in conjunction with the extent of on site car parking areas would give rise to associated disturbance and general activity to the detriment of neighbouring residential amenities.

INFORMATIVES

1. The following policies in the Harrow Unitary Development Plan are relevant to this decision:
 - SD1 - Quality of Design
 - SH1 - Housing Provision and Housing Need
 - D4 - Standard of Design and Layout
 - D5 - New Residential Development - Amenity Space and Privacy
 - D9 - Streetside Greenness and Forecourt Greenery
 - EP12 - Control of Surface Water Run-off
 - T13 - Parking Standards
 - T15 - Servicing of New Developments - Council's Adoptable Standards

MAIN CONSIDERATIONS

- 1) Character and Appearance of Area (SD1, SH1, D4, D5, D9)
- 2) Residential Amenity (SD1, SH1, D4, D5)
- 3) Parking/Highway Safety (T13, T15)
- 4) Consultation Responses

Cont/

INFORMATION

a) Summary

Car Parking	Standard:	max 14
	Justified:	14
	Provided:	14
Site Area:	1845m ²	
Habitable rooms	24	
No. of Residential Units:	11	
Density:	59 dwellings per hectare. 130 habitable rooms per hectare.	
Council Interest	None	

b) Site Description

- development site comprises pair of semi-detached houses nos. 32 and 34 Greenford Road, plus the rear part of the back gardens of nos 36 and 38, on eastern side of Greenford Road.
- nos. 16-42 Greenford Road all semi-detached properties with deep rear gardens.
- Sudbury Hill Playing Fields beyond the rear boundaries.
- rear gardens currently sub-divided by fences, with the rear part not being used as garden.
- vegetation along rear boundaries (eastern boundary) of properties on this side of Greenford Road.
- terraced housing on opposite side of Greenford Road, which is London Distributor Road.
- site within Residents Parking Zone.

c) Proposal Details

- demolition of no. 32 and 34 to permit provision of new access road into rear of site.
- construction of a 2 storey detached dwelling sited adjacent to 36 Greenford Road.
- a 9.2 metre wide gap would be located between the proposed detached dwelling and the adjacent 30 Greenford Road. The gap would accommodate a 4.3 metre wide access road to the rear of the site. A vegetation buffer ranging in width from 1.8 to 2.7 metres would be provided along to the boundary with 30 Greenford Road;
- erection of 2-storey building to provide 10 x 1 bedroomed flats, at least 16m beyond foreshortened rear boundaries of nos. 36 and 38.
- building 26.4m wide, approx 10m deep, with height of 9m to top of pitched hipped roof.
- red facing bricks plus brindle plain tiles proposed.
- car parking for 12 vehicles shown in front of building, plus lay-by space on each side of access road.
- rear garden depth of 12.4-13.6m, rear garden area some 430m².

Revisions to Approved Scheme

- A scheme for a block of 10 flats was approved by appeal on 26 July 2006

Cont/

Item 1/01 – P/2394/05/CFU

- The current scheme encompasses exactly the same proposal as approved, except for the addition of a detached dwellinghouse fronting greenford Road and an additional 2 on site parking spaces.

d) Relevant Planning History

LBH/40822	Two part 2/part 3 storey blocks to provide thirty one bedroomed flats in each ,with access road and parking spaces (outline)	WITHDRAWN 06-JULY-1990
LBH/42370	Outline consent: two part 2/part 3 storey blocks to provide 27 one-bedroom flats in each with access road and parking spaces (revised)	GRANTED 26-JUN-1991
W/1212/02/CFU	Outline: Demolition of nos. 32 & 34, formation of acces drive and erection of 2 pairs of semi-detached properties	GRANTED 14-JU;-2003
P/2142/04/CFU	Demolition of nos 32 & 34, and redevelopment to provide10 flats in detached 3 storey building with access and parking.	GRANTED 14-JUL-03

Reasons of Refusal:

1. The proposed development, by virtue of the siting, height, bulk and width of the building and lack of space around it, together with the extent of hardsurfacing, would represent an unacceptable overdevelopment of the site, and one which would be out of scale and damaging to the character and appearance of the area and the amenities of adjoining residential occupiers.
2. The proposed development would give rise to the unacceptable overlooking of adjoining residential occupiers and, by virtue of the location and size of the proposed parking area, would give rise to unacceptable levels of activity, noise and disturbance in an area of residential rear gardens.

P/3170/04/CFU	Demolition of nos 32 & 34, and redevelopment to provide 10 flats in detached 2 storey building with access & parking	REFUSED 10-FEB-2005
---------------	--	------------------------

Reasons of Refusal:

1. The proposed development, by virtue of the size and siting of the proposed building and the extent of hardsurfacing, would give rise to an overdevelopment of the site, to the detriment of the character and appearance of the area.
2. The proposed access road and car parking areas would give rise to unacceptable levels of noise, disturbance and activity to the detriment of neighbouring residential amenities.

(NOTE: allowed on appeal 28 July, 2005)

Cont/

e) Consultations

Notification	Sent 32	Replies awaited	Expiry 15-NOV-05
---------------------	------------	--------------------	---------------------

Response: awaited.

Advertisement :	Major Development	Expiry 24-NOV-05
------------------------	-------------------	---------------------

f) Applicant's Statement

- I refer to the planning approval granted on appeal for 10 x 1 bedroom flats;
- The current proposal retains these flats in the same form by introduces an additional detached house fronting Greenford Road;
- The road has been slightly re-aligned to accommodate this additional unit by an adequate landscape buffer between the adjoining house at 30 Greenford Road. The landscape gap is in excess of 3.5 metres wide and have indicated new tree planting in this area on the plans.

APPRAISAL

1. Character and Appearance of Area

The previous application although refused by Council, was allowed on appeal in July, 2005. This revised scheme is essentially the same development as approved, except that a two storey detached dwelling is proposed to the street frontage of the site. To allow the construction of the development the pair of semi detached dwellings of 32 & 34 Greenford Road are to be demolished, that would leave a gap of 16 metres between 30 & 36 Greenford Road. The two storey dwellinghouse would be sited within this gap, being oriented adjacent to 36 Greenford Road, aligning with the predominant setback of dwellings within the streetscape. A gap of 9.0 metres would remain between the proposed dwelling and 30 Greenford Road. This remaining gap would accommodate an access roadway 4.6 metres in width, whilst the remainder would accommodate landscape buffers. Specifically the landscape buffer along the shared boundary with 30 Greenford Road would measure between 1.8 and 2.7 metres in width.

In order to assess the intention of the Planning Inspectorate in their approval of the prior scheme, sections of the appeal decision are quoted. At paragraph 3 of their determination it states: *".....there is sufficient space around the boundaries and alongside the access for planting that would soften the impact when seen from neighbouring properties and from the street. Furthermore, given the shape of the access and the opportunities for landscaping, part of the site would be screened from views of passer-by's. In my opinion, the development would not cause any material harm to the character and appearance of the area"*. At paragraph 4 it further states: *"Planting would also separate much of parking and turning areas from neighbouring gardens"*.

Cont/

In broad terms it is considered that the revised proposal to site a detached dwellinghouse within the accessway/ vegetation buffer would contravene the prior justification of the Planning Inspectorate in their approval of the previous scheme. The revised scheme in essence represents a further erosion of the extent of landscaping areas proposed and would result in an increased impact of the amenity of adjoining properties.

Essentially it is considered that the proposed reduction in the width of the accessway, necessitated by the siting of the additional dwellinghouse, would be detrimental to the character of the area as it would reduce the extend of vegetation planting and buffer screening already approved. As the Planning Inspectorate approved the block of 10 flats to the rear of the site on the basis of the large expanse of landscaping to either side of the access roadway, it is considered that any reduction to this would contravene the circumstances of the original approval. Additionally it is highlighted that the applicant has stated that the revised accessway width adjoining 30 Greenford Road would be in excess of 3.5 metres in width, however on plan the buffer would measure between 1.8 m (at the lay-by sparking space) to a maximum of 2.7 metres in width.

Furthermore the character of the south eastern side of Greenford Road is characterised by pairs of 2 storey semi-detached dwellinghouses, where each pair have a combined façade width of approximately 12.0 metres. As such a double storey detached dwellinghouse with a narrow façade width of 5.0 metres is considered to be incongruous with the predominant streetscape characteristics of the immediate streetscape it would be located within.

Specifically the attempt to squeeze an additional dwelling within the accessway is considered unacceptable due to the reduction on landscaping area. Furthermore the extent of on site hardsurfacing would increase by virtue of an additional 2 on site parking spaces being proposed as part of the revised development. This is another element of the revised scheme that would unacceptably reduce the amount of area given over to aesthetic landscaping. Accordingly, the proposed development, by virtue of the design and siting of the proposed detached dwellinghouse and the increase in the extent of hardsurfacing, would give rise to an overdevelopment of the site, to the detriment of the character and appearance of the area.

2. Residential Amenity

Issues associated with the rear block of flats have already been dealt with via the prior approval, however as quoted above the Planning Inspectorate accepted the scheme on the basis of the ample vegetation buffers provided adjacent to the dwellinghouses at 30 & 36 Greenford Road. Specifically it is considered that the provision of an additional detached dwellinghouse within the accessway would unacceptably narrow the width of the accessway, forcing it closer to the boundary with 30 Greenford Road and therefore increasing associated noise and disturbance for this neighbouring property.

Cont/

In addition to the reduction in the vegetation buffer with the adjoining dwelling, the application likewise proposes two additional on site carspaces that would increase the amount of traffic on the access roadway whilst simultaneously reducing the extend of the site allocated for vegetation planting. Such elements are considered to be aspects that would only increase the detriment to the adjoining dwellinghouse. Furthermore the amenity of the future occupants of the proposed dwellinghouse would be compromised as both the dwelling and private rear garden would be located directly adjacent to the access roadway.

3. Parking/Highway Safety

An adequate number of spaces are proposed, but the resultant harm to the appearance of the area and neighbouring amenity associated with additional on site parking spaces is discussed above. The design of the proposed road complies with relevant highways guidance and would not have an adverse impact on highway or pedestrian safety.

4. Consultation Responses

None

CONCLUSION

For all the reasons considered above, and weighing up the development plan polices and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for refusal.

16-28 BONNERSFIELD LANE, HARROW

1/02

P/2537/05/CRE/RJS

Ward: Greenhill

RENEWAL OF PERMISSION: E/786/00/FUL: 3/4 STOREY BUILDING TO PROVIDE 14 FLATS, ACCESS & PARKING (RESIDENT PERMIT RESTRICTED)

THE CARL FISHER PARTNERSHIP for ROGER BUNTING

RECOMMENDATION

Plan Nos: 1394 AD (00)01, 1394 AD (00)02, 1394 AD (00)04, 1394 AD (00)05 & 1394 AD (00)06.

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following condition(s):

- 1 Time Limit – Full Permission³
- 2 Disabled Access – Buildings
- 3 Fencing During Construction
- 4 Highway – Approval of Access
- 5 Highway – Visibility – 3
- 6 Landscaping to be Approved
- 7 Landscaping to be Implemented
- 8 Levels to be Approved
- 9 Materials to be Approved
- 10 Fencing to be Approved
- 11 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan number(s) (AD(00)01) have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.
REASON: To ensure the satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety.
- 12 Parking for Occupants – Parking Spaces
- 13 Water – Storage Works
- 14 Refuse Arrangement – Buildings

Cont/

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:

Harrow Unitary Development Plan:

SD1 – Quality of Design

SH1 – Housing Provision and Housing Need

SH2 – Housing Types and Mix

D4 – Standard of Design and Layout

D5 – New Residential Development – Amenity Space and Privacy

D6 – Design in Employment Areas

D7 – Design in Retail Areas and Town Centres

D8 – Storage of Waste, Recyclable and Re-Useable Materials in New Developments

T13 – Parking Standards

T15 – Servicing of New Developments – Council's Adoptable Standards

H7 – Dwelling Mix

EM15 – Land and Buildings in Business, Industrial and Warehousing Use – Outside Designated Areas

C16 – Access to Buildings and Public Spaces

2 Standard Informative 20 – Encroachment

3 Standard Informative 23 – Considerate Contractor Code of Practice

4 Standard Informative 27 – Access for All

5 Standard Informative 32 – The Party Wall etc. Act 1996

6 Standard Informative 33 – Residents Parking Permits

MAIN CONSIDERATIONS & POLICIES (2004 UDP)

- 1) Principle of Development (SH1, SH2, H7)
- 2) Character of Area & Visual Amenity (SD1, D4, D6, D7, D8)
- 3) Residential Amenity (D5)
- 4) Retail/ Employment Policies (EM15)
- 5) Parking/ Highway Safety (T13, T15)
- 6) Consultation Responses

INFORMATION

a) Summary

Car Parking	Standard:	18 spaces for residential dwellings
	Justified:	14
	Provided:	14
Site Area:	0.16ha	

Cont/

Item 1/02 – P/2537/05/CRE

Habitable Rooms:	41
Number of Residential Units:	14
Density - hrph:	87.5 units per hectare & 256 rooms per hectare
Town Centre:	Non-Designated Frontage
Council Interest:	None

b) Site Description

- Northern side of Bonnersfield Lane, within Harrow Town Centre boundary, comprising car showroom with offices, storage and repairs, and parking;
- Abuts 3 storey residential block to east,
- Abuts rear of shops & flats on Station Road to north and 2 flat terrace conversion to west;
- Access from Bonnersfield Lane to uncontrolled forecourt parking;
- located within CPZ

c) Proposal Details

- Demolition of all buildings on site;
- Three storey building, with mezzanine accommodation at third level for the second floor flats;
- Staggered frontage behind forecourt to third floor eaves level at front and rear curved roof profiles revealed on flank elevations. 14 flats (8 x 1 bed, 5 x 2 bed and 1 x 3 bed)
- Tunnel access to rear parking for 15 carspaces;
- Landscaped amenity area and balconies comprising 308m²

Revisions to Approved Scheme

The current proposal is exactly the same as the approved scheme, except for the following modifications;

- Balcony for flat 6 deleted;
- Screen walls proposed to western edges of roof terrace and balconies of flats 7 & 12
- Exclusion zone proposed to rear section of roof terrace
- Carspace 15 deleted to accommodate additional landscaping along the adjacent boundary

d) Relevant Planning History

LBH/9007/1	demolition of existing premises and erection of 3-storied building to provide showroom and workshop with 2 floors of offices over; 3 storied block of 9 flats with 9 lock up garages and car parking (outline).	GRANTED 26-APR-74
LBH/16904	demolition of existing premises and erection of 6 x 3 storied terraced town houses with integral garages and continued use of land at rear adjoining garage business for parking (outline)	GRANTED 19-JUN-80

Cont/

e) Consultations

Notification	Sent 36	Replies awaited	Expiry 17-NOV-05
---------------------	------------	--------------------	---------------------

Response: awaited

Thames Water: awaited

Environment Agency: awaited

APPRAISAL

1) Principle of Development

The proposal represents a time extension to an already approved development that was granted approval in 2000. Although a new Unitary Development Plan has been adopted and introduced during this time (July 2004) , it is considered that the overall principle of the development still constitutes an appropriate redevelopment of the subject site, as discussed below.

2) Character of Area & Visual Amenity

The existing flat-roofed building with cars parked across the forecourt and various forms of signage is not considered to positively contribute positively to the streetscene. However the proposed development would have a modern design with curved roof that would have a strong visual impact on the streetscene. The use of front balconies would introduce activity and interest to the main frontage façade without causing problems of overlooking. The 3 storey residential development of 1-21 Rothwell Court to the immediate east is of a more traditional 'block' design, however with the location of the site on the edge of the town centre and located in proximity to various other commercial buildings further to the west, it is considered that there is ample scope for a contemporary styled building to be incorporated comfortably into the streetscape.

3) Residential Amenity

The existing commercial use of the site is long established but gives rise to some amenity problems due to the nature of the business and as such a residential use would fit more comfortably within the immediately adjacent uses. A 45⁰ sightline from the nearest corner of Rothwell Court and the rear corner of the adjacent building at no. 14 would be achieved. The depth from the new building to the rear of the site would be some 30 m preventing any impact on occupiers of building to the rear. The total amenity area provision is considered ample for the future occupants of the residential dwellings and is comparable to other existing developments within the locality.

Cont/

Looking at the specific circumstances of the site today, at the time of the approval of the original development the adjacent property at no. 14 Bonnersfield Lane was a burnt out shell of a building. However in the interim period this building has been renovated and converted into 2 flats. Therefore issues of privacy and potential for overlooking of this property - both with respect of windows in the rear elevation and its rear courtyard - are now of greater importance. Therefore to protect the amenity of this adjoining property screen walls have been proposed to both the balconies and roof terrace in order to limit views towards the common boundary. This is considered to be a suitable solution for the interface between 14 Bonnersfield Lane and the subject site.

4) Retail/ Employment Policies

The effective change of the use of the site from a commercial to residential is not contrary to any policies of the adopted UDP in light of the car showroom being sui generis use and as such not protected. A residential use of the site would be appropriate for the town centre location and would bring activity into the area to the benefit of other retail uses.

5) Parking/ Highway Safety

The site lies in an area of high public transport accessibility specifically with the Harrow on the Hill transport interchange being located a short walking distance away. Therefore on the basis of transport accessibility, the provision of 14 on site spaces for the 14 flats proposed is considered reasonable in line with the current parking restraint policies.

Furthermore it is highlighted that parking restrictions apply within the locality, thus to prevent further demand for on-street parking, an informative to be included on the planning permit will advise that residential occupiers of the building will be ineligible for residential parking permits. Therefore this would specifically discourage those residents who are not allocated an on site parking space from owning a vehicle. The flow on effect is that whilst 14 flats may be proposed on site, it will limit associated vehicle movements to and from the site given that only 14 resident vehicles would access the site to take advantage of the provided on site spaces. Therefore on the basis that future residents are ineligible for parking permits, there is no objection to the application on grounds of insufficient parking provision.

In terms of safety, the use of a single access with cars able to enter and exit in a forward gear is considered to be acceptable and an improvement upon the present situation.

6) Consultation Responses

None.

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for approval.

REDEVELOPMENT: 57 FLATS, 1 RETAIL UNIT IN 2 X 5/6 STOREY BLOCKS; PARKING AND ACCESS OFF PALMERSTON ROAD (RESIDENT PERMIT RESTRICTED)

HEPHER DIXON for GENESIS HOUSING GROUP

RECOMMENDATION

Plan Nos: 050, 051 B, 052 B, 053 B, 054 A, 055 B, 056 B, 059, 061 A, 062 A & 066 A

REFUSE permission for the development described in the application and submitted plans for the following reason(s):

- 1 The proposed development by reason of the unsatisfactory design and excessive height and general bulk would be visually obtrusive, would be out of character with the immediately adjacent neighbouring buildings & the wider locality, and would not respect the scale, massing and form of those properties, to the detriment of the character of the area.
- 2 The proposed development would be in close proximity to a tributary of Wealdstone Brook and would prejudice flood defence interests and adversely affect the character of the watercourse, and restrict necessary access to the watercourse for maintenance.

INFORMATIVES

- 1 The following policies in the Harrow Unitary Development Plan are relevant to this decision:
 - SD1 - Quality of Design
 - SD3 - Mixed-Use Development
 - SH1 - Housing Provision and Housing Need
 - EP9 - Water Quality, Supply and Disposal
 - EP25 - Noise
 - D4 - Standard of Design and Layout
 - D5 - New Residential Development - Amenity Space and Privacy
 - D7 - Design in Retail Areas and Town Centres
 - T13 - Parking Standards
 - H5 - Affordable Housing
 - H6 - Affordable Housing Target
 - H7 - Dwelling Mix
 - H18 - Accessible Homes
 - EM7 - Redevelopment of Retail Premises
 - C16 - Access to Buildings and Public Spaces
 - C17 - Access to Leisure, Recreation, Community and Retail Facilities

Cont/

MAIN CONSIDERATIONS

1. Retail & Employment Policy (EM7)
 2. Visual and Residential Amenity (SD1, SD3, EP25, D4, D5, D7)
 3. Housing Policy (SH1, H5, H6, H7)
 4. Impact on Watercourse (EP9)
 5. Parking and Highway Issues (T13)
 6. Accessibility (H19, C16, C17)
 7. Consultation Responses
-

INFORMATION

a) Summary

Town Centre:	Wealdstone – Sec	
Car Parking	Standard:	71
	Justified:	11
	Provided:	11
Site Area:	0.169ha	
Habitable rooms	130	
No. of Residential Units:	57	
Density:	769 habitable rooms per hectare	
	337 dwellings per hectare	
Council Interest	None	
District Centre:	Harrow & Wealdstone: Secondary Shopping Frontage	

b) Site Description

- Irregular-shaped site with frontage to both High Street, Wealdstone and Palmerston Road.
- Presently occupied by part 3/part 4 storey building with large rear yard accessed from Palmerston Road.
- Building vacant but previously in retail use fronting High Street with ancillary offices, storage and 6 bedsits above and in warehousing use at far rear.
- Hot-food take-away use to north and retail parade to south; site is within secondary shopping frontage of Wealdstone District Centre.
- Other commercial/retail premises lie in close proximity to the site, some with residential use above.

c) Proposal Details

- The current application is a revised redevelopment of an approved scheme;
- The current proposed scheme consists of 57 flats, 1 retail unit in 2 x 5/6 storey blocks, with parking and access off Palmerston Road;

Cont/

Item 1/03 – P/2328/05/CFU

- The building to the High Street frontage would comprise ground floor retail unit of floorspace to 341 m²;
- 5 floors are proposed above the retail unit providing for 21 single bedroom flats. 2 flats would have private dedicated roof decks, whilst the remainder would have access to a communal roof terrace;
- The elevation to the High Street would present a four storey façade with a further two levels accommodated within a prominent mono pitched roof;
- The rear building fronting Palmerston Road would be six stories in scale, with the top floor recessed from all elevations. This building would likewise be separated from the High Street building by a courtyard garden and would accommodate 36 flats (21 x 1 bedroom & 15 x 2 bedroom). 2 flats would have private dedicated roof decks, 2 would have private terraces, whilst the remainder would have access to a communal courtyard garden. The buildings would be of contemporary design, with extensive use of balconies & mixture of materials, including: terracotta cladding, buff stock facing brickwork, sheeting panels, red cedar boarding, plus a light coloured roof.
- The rear yard would accommodate 6 undercroft parking bays and 5 open bays for a total of 11 on site parking spaces.
- Bin storage facilities and substation would be located adjacent to the building in the rear yard;
- Covered cycle stand would be accommodated to the rear courtyard;

Revisions to approved scheme

- The prior approved redevelopment scheme encompassed 61 Flats, 2 Live/ Work Units, 1 Retail Unit, in two x 5 storey building, with parking & access off Palmerston Road;
- The revised proposal follows a similar layout with respect of siting, footprint & access of the approved scheme. However significant changes have been made to the overall height of the buildings by the addition of a sixth floor to both buildings. Other significant changes have been made with respect of internal floor plans and the general design & materials for the facades treatments;
- Although there has been an increase in floorspace of the both buildings, the number of residential units has decreased from 63 flats to 57 flats. This has been achieved by reducing the number of 1 bedroom flats and increasing the number of 2 bedroom flats;
- The ground floor retail unit to the High Street frontage has decreased in floorspace from 444 m² to 341 m²;
- The courtyard separating the two buildings has been increased in size;
- The number of on site parking spaces has decreased from 13 to 11 spaces;

d) Relevant Planning History

P/1578/04/CFU	Redevelopment: 61 Flats, 2 Live/ Work Units, 1 Retail Unit, in 5 storey building, parking & access off Palmerston Road	GRANTED 19-MAY-2005
---------------	--	------------------------

Cont/

EAST/640/97/FUL	Redevelopment: retail store, shops and offices (Class A1, A2, A3, B1), 40 flats, parking, highway works and landscaping	WITHDRAWN 08-OCT-98
P/65/04/CFU	Redevelopment: 74 flats & 3 retail units in part 4/5 storey building with parking and access off Palmerston Road	WITHDRAWN 15-MAR-04

e) Consultations

Notification	Sent 131	Replies 3	Expiry 31-OCT-05
---------------------	-------------	--------------	---------------------

Response: the height of out of character; the density of residential units is too high for the area; overdevelopment of area; local infrastructure will be unable to cope; question to if development will allow deliveries and refuse collection for premises in lower High Street;

Environment Agency:	Unable to respond
Thames Water:	No objection

Advertisement	Major Development	Expiry 10-NOV-2005
----------------------	-------------------	-----------------------

APPRAISAL

1. Retail and Employment Policy

Whilst the proposal would give rise to a net loss in retail floorspace (from 560m² to 341m²), the existing unit is vacant and has not been occupied on a permanent basis for some time. It has a run-down appearance and does not contribute to the vitality or viability of the parade. Indeed it has a detrimental impact in its present condition. The provision of a modern retail unit is therefore welcomed in retail policy terms.

The loss of the rear warehousing use would, in strict terms conflict with the Council's employment policies, however the rear building has likewise been vacant for some time whilst the 'retail unit' itself would provide employment opportunities.

2. Visual and Residential Amenity

As alluded to above, significant concerns are raised regarding the proposed additional height of the building over and above that approved by prior application P/1578/04/CFU. The additional floor proposed to both buildings has increased their height in the realm of 3.0 metres. Although attempts have been made to step back the additional floors, nevertheless the buildings' new roof along the High Street frontage appears bulky and awkward and would be obtrusive when compared to the heights of surrounding buildings. Likewise the new building would be higher than its immediate neighbours which are 2 storey with accommodation in the roof and 3 storey.

Cont/

Whilst it is acknowledged that the site is within a town centre where there are higher buildings such as Premier House, it is considered that the additional height to the buildings proposed would detract from visual amenity of the streetscene, particularly with respect of the immediate neighbours. As proposed the revised development would tower over and dwarf the immediate neighbours which are 2 storey with accommodation in the roof and 3 storey.

With respect of the building fronting Palmerston Road, the approved scheme is clearly 3 storey in scale that angles back at 4 storey to accommodate the 5th recessed level along both the north and east facing elevations. However the revised proposed scheme accommodates a front façade that extends up fully to a 5 storey height along all elevations, with the additional 6th floor recessed behind. The revised scheme in this regard would create a building that would appear over dominant in the streetscene of Palmerston Road and clearly would be of a bulk and mass far greater than that already considered and approved for the site.

The applicant has prepared sight line diagrams as part of the proposal which indicate the upper floors would not be visible from the street immediate in front of both buildings. However these diagrams ignore that the building would constitute an overly large and prominent structure that would be visible from various vantage points along High Street, Masons Avenue, Palmerston Road, Gladstone Way, Oxford Road and Byron Road. Particularly in light of the prominent location of the site within the general area, any additional height over that previously approved is considered to be unacceptable.

With respect of the level of amenity for future occupiers of the new flats, this is considered to be satisfactory as the attendant town centre facilities would offset the limited amenity space provision. However this does not negate the concerns relating to the additional height and bulk of the proposed building.

3. Housing Policy

The use of space above retail units for self-contained residential flats in town centres is in principle welcomed, providing additional activity and benefiting the locality. High densities can be accommodated in such locations without detracting from the character of areas and where there is good accessibility to many facilities including public transport, shops and entertainment.

The priority approved scheme encompassed a high density within the district centre of Wealdstone, however the density was effectively exaggerated by the units being all one bedroom. The current scheme has decreased the number of units, incorporating a higher proportion of 2 bedroom flats and generally increasing the size of the 1 bedroom flats. However this has not been accommodated within the envelope of the approved scheme, rather an additional floor has been added to both buildings. Whilst the density of the proposal would in itself be acceptable, it is the increase in the height and bulk of the building that raised specific concern.

Cont/

With respect of the prior approved scheme, the planning permission required the completion of a Section 106 agreement with respect of the provision of affordable housing. Therefore any revised development on site that may overcome the highlighted design concerns would be the subject of a similar Section 106 agreement to ensure adequate provision of affordable housing for the site.

4. Impact on Watercourse

Although no objections was raised to the original scheme in 2004 with regards to the proposed siting of the building with respect of Wealdstone Brook, a critical change of circumstances has since transpired. Specifically there has been a change in designation where Wealdstone Brook has been redesignated from Critical Ordinary Watercourse (COW) (which would be under the control of the LA), to being Enmained as a Main River (and transferring responsibility to the EA), Therefore due to such specific changes in circumstances it is now appropriate to set a condition that there should be no development enclosed within 5 metres of a Main River to protect the flood defence interests and access to the watercourse for maintenance. As the proposed development would be located within 5 metres of a now designated Main River, an objection is raised on this basis.

5. Parking and Highway Issues

The site lies within the town centre where there is good accessibility to public transport as well as public car parks. The residential element of the development would also be resident permit restricted. In these circumstances the deficiency in parking is not considered to be an overriding issue. The removal of the warehousing use would reduce the amount of large vehicles needing to access the site. The servicing arrangements are considered acceptable and do not give rise to concerns. The site has in the past been used by adjoining occupiers for vehicle parking and servicing however the during the process of the prior approved proposal the applicants have established that there are no rights for this, only for pedestrian access. The proposed layout allows for this and for emergency access from neighbouring properties.

6. Accessibility

The application does not make specific provision for disabled persons parking bays, however it is noted that there is adequate room on site to accommodate such spaces. With respect of the building it incorporates level access with lifts in both buildings. If the development were deemed acceptable with respect of design issues, a planning condition and informative relating to accessibility together with a condition could be proposed to secure a proportion of the units are lifetime homes.

7. Consultation Responses

Addressed in Report above.

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for refusal.

REDEVELOPMENT: PART 3/5/6 STOREY BUILDING TO PROVIDE 26 FLATS, ACCESS AND PARKING (RESIDENT PERMIT RESTRICTED)

GREENDEV (HARROW) LLP

RECOMMENDATION

Plan Nos: A9161 D 099 P1, 100 P1, 101 P1, 101 P1, 102 P1, 103 P1, 104 P1, 105 P1, 106, 200 P1, 201 P1, 300 P1, 600 & A9161 F 100

Inform the applicant that:

1. The proposal is acceptable subject to the completion of a legal agreement within one year (or such period as the Council may determine) or the date of the Committee Decision on this allocation relating to:-

- i) Prior to the commencement of development, submission to and approved by the Local Planning Authority of a scheme which:-
 - a) provides affordable housing in accordance with a scheme to be agreed with the Local Planning Authority (for future management by a RSL);
 - b) ensures that the affordable housing units are available for occupation in accordance with a building and occupation in accordance with a building and occupation programme to be submitted and approved by the Local Planning Authority prior to the commencement of works on the site;

All affordable housing units shall be provided in accordance with the definition of affordable housing set out in the 2004 Harrow Unitary Development Plan

- ii) The making up to adoptable standards, and dedication as a highway maintainable at public expense, of that element of the site is shown on plan A9161 D1 100 P1.

2. A formal decision notice, subject to the planning conditions noted below, will be issued only upon the completion, by the applicant, of the aforementioned legal agreement.

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following condition(s):

Cont/

Item 1/04 - P/2395/05/CFU

- 1 Time Limit – Full Permission³
- 2 Materials to be Approved
- 3 Disabled Access – Buildings
- 4 Levels to be Approved
- 5 Parking provision – Buildings
- 6 Highway – Closing of Access
- 7 Highway – Approval of Access
- 8 The proposed parking space(s) shall be used only for the parking of private motor vehicles (and domestic storage if appropriate) in connection with the development hereby permitted and for no other purpose.
REASON: To ensure that the parking provision is available for use by the occupants of the site and in accordance with the Council's parking standards.
- 9 Contaminated Land – Commencement of Works
- 10 Contaminated Lane – Prevention of Pollution
- 11 Noise – Insulation of Building(s) – 4
- 12 Fencing During Construction
- 13 Refuse Arrangements – Buildings
- 14 Water – Disposal of Sewage
- 15 Water – Storage Works
- 16 Landscaping to be Approved
- 17 Landscaping to be Implemented

INFORMATIVES

- 1 SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:
Harrow Unitary Development Plan:
SD1 - Quality of Design
SH1- Housing Provision and Housing Need
SH2 – Housing Types and Mix
D4 - Standard of Design and Layout
D5 - New Residential Development - Amenity Space and Privacy
D8 – Storage of Waste, Recyclable and Re-Usable Materials in New Developments
D10 – Trees and New Development
T13 - Parking Standards
H4 – Residential Density
H5 – Affordable Housing
H7 – Dwelling Mix
EM13 – Land and Buildings in Business Use – Designated Areas
EP22 – Contaminated Land
EP25 - Noise
C16 – Access to Buildings and Public Spaces
- 2 Standard Informative 23 – Considerate Contractor Code of Practice
- 3 Standard Informative 27 – Access for All
- 4 Standard Informative 32 – The Party Wall etc. Act 1996
- 5 Standard Informative 33 – Residents Parking Permits

Cont/

MAIN CONSIDERATIONS

- 1) Loss of Employment (EM13)
 - 2) Contaminated Land (EP22)
 - 3) Site Layout & Character of the Area (SD1, D4, D5, D8, D10, C16)
 - 4) Density and Affordable Housing Provision (SH1, SH2, H4, H5, H7)
 - 5) Residential Amenity (SD1, D4, D5, EP25)
 - 6) Parking & Highway Considerations (T13)
 - 7) Consultation Responses
-

INFORMATION

a) Summary

Car Parking	Required:	31 (max)
	Justified:	20
	Provided:	20
Site Area:	719 m ²	
Habitable Rooms:	71	
Floorspace:	2441 m ²	
No of Residential Units:	26	
Dwellings per Hectare:	361	
Habitable rooms per Hectare:	987	

b) Site Description

- Vacant site currently used as carpark for adjoining office building at Scanmoor House
- Site previously occupied by Texaco Filling Station
- Located on corner of Northolt Road and Shaftesbury Avenue, South Harrow
- Close proximity to South Harrow District Centre and Underground Station and local bus routes
- High buildings of commercial appearance along Northolt Road to south, with drop to 3 storey building at opposite corner for Roxeth House to northeast
- Permission for extra floor on Scanmoor House (adjacent)
- Two-storey semi-detached and detached buildings (including block of 2 maisonettes at 3/5 Shaftesbury Avenue) on Shaftesbury Avenue to the northwest
- Wide pavement around site, with slip road on Northolt Road to front of Scanmoor House to south
- Access road to the rear to Osmond Close, where ground levels fall away;

c) Proposal Details

- Development of 3/5/6 storey block to provide 26 flats;
- The main façade of the building along Northolt Road would be five stories in scale, with a sixth floor recessed penthouse orientated to the main corner of the site to Northolt Road/ Shaftesbury Ave. A sharp angle would return to Shaftesbury Avenue building line and drop to three storeys to rear adjacent to access road for Osmond Close;

Cont/

Item 1/04 - P/2395/05/CFU

- Elevation to consist of render of brickwork, grey steel windows/ doors/ balconies;
- Brick wall with steel handrails as frontage boundary treatment;
- Basement car parking providing 20 spaces (2 for disabled users), 2 motorcycle spaces and 30 bicycle spaces;
- Affordable Housing provision: 9 flats out of total 26 (35%);
- Modern design with small private balconies at upper levels, enclosed private buffer space at ground floor level;

Revisions to Previous Scheme

The current scheme differs from the prior refused scheme with respect of the following:

- The overall height of the building has been reduced along both street frontages and setback increased along Shaftesbury Avenue
- Decrease in footprint of the building
- Decrease in the number of proposed flats from 29 to 26;
- The sixth floor is now limited to a recessed penthouse
- Locations of windows and balconies and roof terraced reoriented to avoid overlooking of the properties to the north;
- Cosmetic modifications to design and features of the buildings facades;
- Allocation of a strip of land along the Shaftesbury Avenue to be given over for the widening of the footpath.

d) Relevant Planning History

The site has a long planning history establishing the petrol station use, however there is only one applications specifically relevant to this large scale expansion of the hotel that is proposed.

P/1307/05/CFU Redevelopment: part 3/4/6 storey building REFUSED
to provide 29 flats, access and parking 28-JUL-2005

REASONS FOR REFUSAL:

- 1 The proposed development, by reason of excessive size, bulk and site coverage by buildings, would not respect the scale and massing of the neighbouring properties on Shaftesbury Avenue, would amount to an overdevelopment of the site, and would be overbearing, to the detriment of the neighbouring residents at 3/5 Shaftesbury Avenue and the character of the locality.
- 2 The proposed development would not provide an acceptable relationship with the highway on Shaftesbury Avenue and would result in an unsocial open space, to the detriment of the amenity of the future occupiers of the proposed development and the character of the locality.
- 3 The proposed roof amenity area over the second floor adjacent to 3/5 Shaftesbury Avenue and the rear windows of the upper levels would result in unacceptable direct and perceived overlooking to the rear of that building, to the detriment of the privacy and amenity of the neighbouring residents.

Cont/

e) Applicant's Statement

A lengthy statement has been submitted with the application details.

f) Consultations

Environment Agency: No comments

Thames Water Utilities: No objection

Advertisement		Major Development	Expiry 10-NOV-2005
Notification	Sent 223	Replies 0	Expiry 31-OCT-2005

Response: None

APPRAISAL

1) Loss of Employment

The site is located in the Northolt Road Business Use Area, thus Policy EM13 applies when considering a change of use. However, the site is currently vacant and when used as a petrol station it was not in B1 use. Thus it is not considered that the proposed use of the site for residential purposes would be unacceptable, in particular given the presence of other residential schemes and commercial buildings converted to dwellings such as Templar House nearby.

2) Contaminated Land

As the site has been previously used for a petrol filling station, precautionary measures must be taken. An environmental assessment has been submitted with the application and the conditions proposed to be attached to the decision notice are adequate to deal sufficiently with such issues.

3) Site Layout & Character of the Area

The subject site is particularly prominent given its corner location, and given that ground levels rise from the south along Northolt Road and fall again slightly along Shaftesbury Avenue to the northwest. To address such site characteristics the proposed development would step up slightly towards the corner, in order to address this prominent gateway site. The proposed building would reach five storeys with a recessed sixth storey penthouse orientated towards the key frontage corner of the site. The building would be predominantly five storeys in scale along the Northolt Road frontage, and where it would meet the adjoining office building at Scanmoor House. Whilst the building would step up to six storeys with the recessed penthouse, it would drop to three storeys to the rear of the site, adjacent to the access road for Osmond Close.

Cont/

With respect of the adjoining building Scanmoor House, permission was granted on 08th July 2004 under planning application reference P/1369/04/CFU for an additional floor within a mansard roof to provide 2 flats over the existing office building. This planning approval has yet to be implemented, therefore Scanmoor House remains five storeys in height and has a relatively unattractive exposed flank elevation facing northeast. The five storey section of the proposal at 50-54 Northolt Road would obscure this flank elevation from view and would be set below the existing maximum height of the adjoining building height at Scanmoor House. Likewise the maximum height of the building, including the recessed sixth floor would be well below its overall maximum height approved by Planning Permit P/1369/04/CFU).

Accordingly it is considered that the bulk and height of the proposed building would not appear undue when viewed from the south along the commercial Northolt Road frontage, whilst would appropriately address the two-storey residential properties on Shaftesbury Avenue by stepping down in height. The 5/6 storey section of the proposed building would be separated from the first residential property along Shaftesbury Avenue by a horizontal distance of in excess of 20 metres. Furthermore the 3 storey flat roof section of the proposed building would be horizontally separated by 7-9 metres, whilst the overall roof height would be lower than the ridge of the adjoining residential dwellings. The siting & layout of the building likewise would replicate the building lines of both streetscape interfaces. Along the Northolt Road frontage the building would be sited on the pavement edge in order to continue the building line of the adjoining building Scanmoor House. However along the Shaftesbury Avenue frontage the 3 storey section of building would be setback from the frontage to match the building line of the adjoining maisonette building.

The 5/6 storey section of the building would then splay off to a form a point at the prominent corner of the site. Additionally, to improve the streetscape/ pedestrian interface along the Shaftesbury Avenue frontage the applicant has offered to give over a section of land to Council to be adopted as a Public Highway. This would improve the visual interface of the proposed development by opening up the corner and provide a transitional space around on the residential access points to the proposed building, whilst providing some further relief to the areas of private amenity space proposed along the Shaftesbury Avenue frontage. The adoption of this section of land as a Public Highway will be incorporated into a S106 agreement.

Overall it is considered that the proposed stepping of the building both along the horizontal and vertical axis would provide and amply satisfactory transition between the predominant built form characteristics of both Northolt Road and Shaftesbury Avenue.

4) Density and Affordable Housing Provision

Policy H4 of the HUDP states that residential densities in new developments should not be less than 150 habitable rooms per hectare. The proposal equates to 987 habitable rooms per hectare, which would make an effective use of the land and a contribution to housing provision. The policy also states that proposals should be consistent with design and amenity considerations and other policies in the Plan, which have been discussed above.

Cont/

The scheme would meet the minimum requirements of Policy H5 in that 35% of the new units would be given over to affordable housing, which is an acceptable for the support of the development in order to achieve affordable housing targets within the Borough.

5) Residential Amenity

Clearly the Council should only seek to support high-density schemes on sites where design and amenity considerations are deemed acceptable. It is considered that in this case the overall form of the building adequately addressed such design issues. This acceptance of the design in large acknowledges that the siting and setbacks of the building are adequate to minimise visual bulk impacts and associated detrimental amenity impacts for neighbouring occupiers. Additionally prior concerns of overlooking have largely been eliminated with the revised scheme. Proposed balconies located to the rear of the building would have their outlook orientated towards Scanmoor House and its rear fire escape staircase, including solid 'blinker' wall to prevent views towards 3/5 Shaftesbury Avenue. Likewise windows of main habitable living areas located in the north facing flank elevation would be of a high level to avoid direct overlooking, additionally there is no proposed residential access to the roof spaces of the building that otherwise might cause concern regarding overlooking. As such the prior raised objections of the redevelopment of the site causing direct and perceived overlooking of 3/5 Shaftesbury Avenue have been adequately addressed.

6) Parking & Highway Considerations

The proposal involves underground parking providing 20 car spaces (2 for disabled users), 2 motorcycle spaces and 30 bicycle spaces, with access from Northolt Road. The site currently has three accesses, one on each road and one on the corner. The proposal would represent an improvement by reducing the number of accesses to one. The proposed shortfall in the car parking provision is considered to be acceptable given the proximity to South Harrow District Centre, Underground Station and local bus routes.

7) Consultation Responses

None

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for approval.

SECTION 2 – OTHER APPLICATIONS RECOMMENDED FOR GRANT

45 MARLBOROUGH HILL

2/01

P/2245/05/DFU

Ward: Marlborough

CONVERSION OF DWELLINGHOUSE TO 2 SELF-CONTAINED FLATS INCLUDING SINGLE-STOREY SIDE/REAR EXTENSION (RESIDENT PERMIT RESTRICTED)

MR N I SADIQ

RECOMMENDATION

Plan Nos: **533/05/1C (Rev.C) & 533/05/2B (Rev.B)**

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following condition(s):

- 1 Time Limit – Full Permission³
- 2 Materials to Match
- 3 Noise - Insulation of Building(s) - 4
- 4 Refuse Arrangements – Use
- 5 Restrict Use of Roof as a Balcony
- 6 Glazing - Future 2

INFORMATIVES

- 1 **INFORMATIVE:**
SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:
Harrow Unitary Development Plan:
SD1 – Quality of Design
EP25 – Noise
SH1 – Housing Provision and Housing Need
SH2 – Housing Types and Mix
D4 – Standard of Design and Layout
D5 – New Residential Development – Amenity Space and Privacy
D9 – Streetside Greenness and forecourt Greenery
H9 – Conversions of Houses and Other Buildings to Flats
T13 – Parking Standards
- 2 Standard Informative 23 – Considerate Contractor Code of Practice
- 3 Standard Informative 32 – The Party Wall etc. Act 1996
- 4 Standard Informative 33 – Residents Parking Permits

Cont/

MAIN CONSIDERATIONS

- 1) Single Storey Side/Rear Extension (SD1, D4, D5)
 - 2) Conversion Policy (H9, T13)
 - 3) Traffic and Highway Safety/Parking (T13)
 - 4) Character of Area (SD1, D4, D5, D9)
 - 5) Residential Amenity (SD1, D4, D5)
 - 6) Consultation Responses
-

INFORMATION

a) Summary

Details of this application are reported to Committee at the request of a Nominated Member.

Car Parking	Standard:	2.8 (max)
	Justified:	1
	Provided:	1
Number of Residential Units:	Existing:	1
	Proposed:	2

b) Site Description

- Two-storey, semi-detached property situated on the northern side of Marlborough Hill, currently existing as a single family dwellinghouse.
- Dwelling is setback approximately 5m from the public highway with hard surfacing at the front providing off-street parking.
- Dwelling has a 3.2m deep single storey rear extension along its boundary with the adjoining property No.43 and a single storey side and rear extension which is flush with the front line of the property and extends 6.15m deep along the boundary with the adjacent property No.47 at the rear.
- Existing rear garden depth is approximately 25m.
- The site is located in close proximity to a bus services along Station Road and Harrow & Wealdstone Station.
- No.47 is set back of the front building line at No.45 by approximately 4.5m.
- There is a 2m fence between Nos.43 and 45.
- There is a 1.6m fence between Nos.45 and 47.

c) Proposal Details

- Conversion of dwelling to two self-contained flats: 1 x 2 bedroom flat on the ground floor and 1 x 3 bedroom split level flat on the ground and first floors.
- Access to the units is via the front entrance door, with the internal communal hallway split into two for the respective flats

Cont/

Item 2/01 – P/2245/05/DFU

- The existing side and rear extension is proposed to be replaced by a structure with a similar footprint, the use being converted from the existing garage/storage space to habitable rooms.
- Access to the rear garden is proposed for both flats, with a strip extending out from the rear of the proposed side and rear extension plus the end of the garden apportioned to the 3 bedroom split level unit, a section immediately to the rear of the existing single storey rear extension apportioned to the 2 bedroom ground floor unit.

d) **Relevant History**

None.

e) **Notifications**

Sent: 14

Replies: 3

Expiry:
05-OCT-05

Response: Change in character of street for the worse, overcrowding, increase in already pressured parking situation, loss of amenity due to change in character of this section of the street, loss of light due to side/rear extension, increase in noise, effect on recent building work at No.47.

APPRAISAL

1. Single Storey Side/Rear Extension

The application proposes a single storey side/rear extension to replace that existing onsite of a similar footprint. The proposed extension would be a depth of 6.2m from the original rear wall of the property, abutting the existing 3m deep single storey rear extension, with a flat roof over to a parapet height of 3m. The extensions would infill the space at the detached side of the dwelling to a width of 2.15m and extend along the boundary with No.47, stopping two metres short of the application property's front building line. This adjacent dwelling has not been extended at the rear on this side, but due to the staggered building line the extension would not project beyond the rear line at No.47 and therefore would not be detrimental to their amenities or result in a loss of light. With regards to No.43 the proposal here would be set away from the joint boundary by approximately 6m and so would comply with the SPG's 'two for one rule', again ensuring no detrimental impact on residential amenity or resultant overshadowing.

2. Conversion Policy

Suitability of the new units created in terms of sizes, circulation and layout

The circulation arrangements of each of the flats are considered to be satisfactory and the sizes of the rooms are considered to be appropriate to their proposed functions.

Cont/

The submitted scheme proposes a vertical arrangement of rooms that results in same room types being placed above and below one another on the ground and first floors. The kitchen and second bedroom in the ground floor unit would be located in the existing rear extension, the split level unit having its kitchen/dining area, a bathroom and bedroom located in the proposed replacement side and rear extension.

With permission being conditional upon the agreement and implementation of a scheme of sound insulation between the flats as to negate any potential for adverse impact on the living amenity of the occupiers of each unit, the arrangement is considered to be acceptable.

The level of useable amenity space available

In relation to outdoor amenity space, the property has a rear garden length of approximately 25m. Due to the property being semi-detached access should be provided to the rear garden from both units according to UDP policy H9. In light of this guidance the split level unit has been proposed here in order for both units to have direct access to the rear, the existing side and rear extension blocking external access to the rear, its proposed replacement would have done the same if incorporated into the ground floor unit. It is therefore considered that the arrangement of amenity space is acceptable.

3. Traffic And Highway Safety/Parking

One space in the existing garage is lost through the replacement of this with a single storey side/rear extension containing habitable rooms. The existing hard surfacing at the front of the property provides off street parking. It is proposed here that one parking space will be provided off street to ensure that landscaping can be introduced at the front to improve the current appearance of the property in the streetscene. Due to the setback of the side extension from the front line of the property it is possible to accommodate both a bin store and a 4.8m x 2.4m parking space on this side. On street parking on Marlborough Hill is permit restricted. It is considered that the availability of shops/services in the centres of both Harrow and Wealdstone, bus routes and train travel from nearby Harrow and Wealdstone Station make the units ideal for non car owning occupiers. Therefore it is considered that the one off-street space to be provided here parking standards complies with Government advice, which is seeking to discourage reliance on the private motor vehicle. It is not considered that the proposal could be reasonably refused permission on parking grounds. Highways and Transportation raised no objection, agreeing that this should be a resident permit restricted development.

4. Character Of Area

It is not considered that any detrimental change to the character of Marlborough Hill would occur as a result of this conversion. The property would retain the appearance of a single dwelling in the streetscene by the retention of a single door to the front elevation. It is recognised that activity associated with the property at the front is intensified with occupation by two households, it is not however considered that the effect of this is so significant as to harm the character of this part of Marlborough Hill. Landscaping at the front of the property as proposed should improve its appearance in the streetscene.

5. Residential Amenity

Similarly, given that the proposals comply with the criteria set out in policy H9 and the Householder SPG it is not considered that the proposal would be detrimental to the amenities of adjoining and adjacent occupiers.

6. Notification Responses

- Overcrowding – This objection could possibly be supported if the application had not been reduced from conversion into 3 units to 2 units.
- Effects on recent building works at No.47 – All works are shown to be within the application site, this is not a planning issue.
- All other issues dealt with by Appraisal.

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for grant.

REDEVELOPMENT CONSTRUCTION OF 2 STOREY BLOCK OF 9 FLATS WITH ACCOMMODATION IN ROOF, REAR ACCESS AND PARKING (RESIDENT PERMIT RESTRICTED)

ALAN COX ASSOCIATES for CAIRNPARK PROPERTIES LTD

RECOMMENDATION

Plan Nos: Plan Nos: unnumbered locality plan, C2105, 315505/1 Rev. A & 315505/2 Rev. 2

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following condition(s)

1 Time Limit - Full Permission

2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

(a) the extension/building(s)

(b) the ground surfacing

(c) the boundary treatment

The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the appearance of the locality.

3 Disabled Access - Buildings

4 Landscaping to be Approved

5 Landscaping to be Implemented

6 Parking for Occupants - Parking Spaces

The proposed parking space(s) shall be used only for the parking of private motor vehicles in connection with the development hereby permitted and for no other purpose.

REASON: To ensure that the parking provision is available for use by the occupants of the site and in accordance with the Council's parking standards.

7 Fencing to be Approved

8 Fencing During Construction

9 Refuse Arrangements – Buildings

10 Water - Disposal of Sewage

11 Water Storage Works

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:

Harrow Unitary Development Plan:

Cont/

- SD1 – Quality of Design
- SH1 – Housing Provision and Housing Need
- SH2 – Housing Types and Mix
- D4 – Standard of Design and Layout
- D5 – New Residential Development – Amenity Space and Privacy
- D8 – Storage of Waste, Recyclable and Re-Usable Materials in New Developments
- D9 – Streetside Greenness and forecourt Greenery
- D10 – Trees and New Development
- T13 – Parking Standards
- C16 – Access to Buildings and Public Spaces
- 2 Standard Informative 23 – Considerate Contractor Code of Practice
- 3 Standard Informative 27 – Access for All
- 4 Standard Informative 33 – Resident Parking Permits

MAIN CONSIDERATIONS

- 1) Character of Area, Site Layout & Residential Density (SD1, SH1, SH2, D4, D5, D8, D9, C16)
- 2) Residential Amenity (SD1, D4)
- 3) Impact on Trees (D10)
- 4) Parking/ Highway Safety (T13)
- 5) Housing Provision and Need (SH1, SH2)
- 6) Consultation Responses
- 7) Conclusion

INFORMATION

a) Summary

Carparking:	Required:	12 (maximum)
	Justified:	5
	Provided:	5
Site Area:	850m ²	
Habitable Rooms:	25	
No of Residential Units:	9	
Density:	106 dwellings per hectare. 294 habitable rooms per hectare.	
Council Interest:	None	

a) Site Description

- Eastern side of Byron Road, partly opposite junction with Canning Road;
- Occupied originally by a pair of semi-detached houses, now combined into one house, with rear gardens extending to Stuart Road behind the site;
- Double garage in rear garden, accessed from Stuart Road;
- Detached house, No. 127 to north;

Cont/

Item 2/02 – P/2037/05/CFU

- Semi-detached house, No. 113 to south;
- Car workshop partly adjacent to rear boundary;
- 3 storey block of flats on opposite side of Byron Road;
- located within CPZ;

b) Proposal Details

- Demolition of existing buildings & erection of 3 storey block of 9 flats;
- Rectangular building proposed with a footprint of 20.0 m wide x 11.5 m deep and wall height of 5.2 metres to eave level. The roof of the building would consist of a pitched crown with velux windows to the front elevation and dormers to the side and rear elevations;
- The main wall of the front elevation would be sited between 4.0 to 4.5 metres from the frontage boundary. The building would be sited 1.0 away from the north side elevation and 1.7 metres away from the south side elevation;
- The building would accommodate 7 x 2 bedroom flats & 2 x 1 bedroom flats;
- 5 parking spaces are proposed in the rear garden area, accessed from Stuart Road

Revisions to Prior Scheme

- The prior refused scheme proposed a building in a modern design for 9 flats, being 3 stories in height, with flat roof, rooftop terrace and 13 parking spaces to the rear of the site;
- The current scheme has reduced the size of the building footprint, whilst would provide a façade design with pitched roof that would be more in keeping with the prevailing character of the street, 9 flats are still proposed within the building, whilst 5 parking spaces are proposed to the rear of the site.

c) Relevant History

P/1318/04/CFU Detached 3 Storey Building With Enclosed REFUSED
Staircase Feature And Roof Terrace To Provide 29-JUN-2004
9 Flats With Access And Parking

Reasons for Refusal:

1. The proposed building by reason of its size, design and siting, would be incongruous, obtrusive and overbearing in relation to neighbouring buildings, give rise to a loss of outlook and the overlooking of neighbouring properties, and be out of sympathy with the general streetscene, to the detriment of the character and appearance of the area and neighbouring amenities.
2. The proposed rear garden parking area would give rise to the provision of an excessive area of hardsurfacing and the introduction of excessive levels of activity, noise and disturbance, to the detriment of the character and visual appearance of the area and neighbouring amenities.

Cont/

d) Consultations

1st Notification	Sent 32	Replies 1 objection 1 letter of support	Expiry 22-SEPT-05
------------------------------------	------------	---	----------------------

Response: loss of outlook, huge expanse of hardsurfacing, excessive noise & activity creating disturbance, building would be obtrusive and overbearing, overlooking and loss of privacy; overdevelopment of locality; siting of building is too close; inadequate parking; overshadowing and loss of light.

2nd Notification	Sent 32	Replies awaited	Expiry 24-NOV-05
------------------------------------	------------	--------------------	---------------------

Response: awaited

Thames Water: No comments received (however no objections were raised to the prior scheme)

Environment Agency: Unable to respond (however no objections were raised to the prior scheme)

APPRAISAL

1) Character of Area, Site Layout & Residential Density

This part of Byron Road consists of various housing styles ranging from 2 storey terraced cottages to 3 storey blocks of flats. There is therefore no objection to the principle of the site being redeveloped for flats. In addressing these characteristics the proposed development reflects local features such as roof styles and materials that would suitably align with the design and appearance of surrounding buildings. The siting of the building would likewise reflect the frontage setbacks of the adjoining dwellings.

The limited area of parking proposed to the rear of the building would allow some on site parking to be provided, whilst maintaining ample vegetation buffers from adjoining properties to limit impacts that would be associated if the entire rear garden were given over to parking.

The siting, size, style & level of density proposed by the building is considered to be in keeping with the predominant character, siting and density of the neighbourhood it is located within.

Cont/

2) Residential Amenity

The prior refused scheme on site was turned down in part due to the proposed rear garden parking area that would give rise to an excessive area of hardsurfacing and the introduction of excessive levels of activity, noise and disturbance, to the detriment of the character and visual appearance of the area and neighbouring amenities. Therefore to address such concerns the revised scheme has reduced the number of onsite carspaces from 11 to 5. This has allowed the 5 on site spaces to be centrally located within the rear yard in order to achieve ample buffers from the adjoining residential properties. As such the parking area would be sited 3.8 metres from the adjoining property to the north and 6.5 metres from the adjoining property to the south. A condition of approval requires the submission of a landscaping plan to ensure adequate landscaping and buffer vegetation is provided around the proposed parking bays. This would ensure that the amenity of adjoining properties would be protected and the prior reason for refusal would be addressed.

3) Impact on Trees

The proposed development plan ensure that building work and parking areas are located away from the stands of mature trees located on site. Therefore the trees would be able to be retained without detrimental impacts being caused. As the trees are important existing landscape features of the site, their retention will help to integrate the proposed development into the site more quickly.

4) Parking/ Highway Safety

The proposal provides 5 on site parking spaces, coupled with reasonable access to services and public transport. Furthermore it is highlighted that parking restrictions apply within the locality, thus to prevent further demand for on-street parking, an informative to be included on the planning permit will advise that residential occupiers of the building will be ineligible for residential parking permits. This would specifically discourage those residents who are not allocated an on site parking space from owning a vehicle. The flow on effect is that whilst 9 flats may be proposed on site, it will limit associated vehicle movements to and from the site given that only 5 resident vehicles would access the site to take advantage of the 5 provided on site spaces. Therefore on the basis that future residents are ineligible for parking permits, there is no objection to the application on grounds of insufficient parking provision.

5) Housing Provision and Need

Broad policies within the adopted 2004 UDP seek to encourage and secure the provision of additional housing in a range and types and sizes, of which the current proposal achieves. Furthermore the previous application was not refused on the basis of the number of dwellings proposed, rather was refused on the basis of specific design and layout concerns.

Cont/

6) Consultation Responses

Apart from points addressed in the above sections of the report, the following additional matters are addressed:

- ***loss of outlook;***
The siting of the building reflects the predominant siting of adjoining buildings.
- ***huge expanse of hardsurfacing***
The area of hardsurfacing has been reduced in size and limited in area to accommodate 5 on site parking spaces.
- ***excessive noise & activity creating disturbance;***
The number of dwellings proposed and the limited extent of on site parking are considered reasonable for the size of the site. As such the proposed development does not raise significant concerns with respect of the excessive noise and disturbance.
- ***building would be obtrusive and overbearing;***
The proposed building reflects the predominant siting and scale of adjoining dwellings.
- ***overlooking and loss of privacy***
Windows in the side elevations of the building are proposed to be fixed shut and fitted with obscure glazing. Windows in the rear elevation would only have oblique views over the rear gardens of adjoining properties.
- ***overdevelopment of locality***
The size of the building and number of dwellings proposed is considered to be consistent with the residential densities of the surrounding neighbourhood.
- ***siting of building is too close***
The siting of the building reflects the predominant siting of adjoining buildings.
- ***inadequate parking***
Discussed in the report above.
- ***overshadowing and loss of light.***
The siting and height of the building reflects the predominant siting of adjoining buildings and is not considered to pose specific concerns with respect of overshadowing or loss of light.

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for approval.

139 STANMORE HILL, STANMORE

2/03

P/1829/05/DFU/MRE

Ward: STANMORE PARK

TWO STOREY REAR EXTENSION; DOUBLE GARAGE AT REAR; 1 VEHICLE CROSSOVER AT FRONT

KISHORE KARIA for DR HATIM KAPADIA

RECOMMENDATION

Plan Nos: DHK 01 A, 02 A, 03 B, 04 B, 05 A, 06 B, 07 B, 08 B, 09 A, 10 B & Location Plan

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following condition(s)

- 1 Time Limit - Full Permission³
- 2 Landscaping to be Approved
- 3 Parking for Occupants - Single Family Dwellinghouse
- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no window(s)/door(s) shall be installed in the flank wall(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.
- 5 The double garage with integral room hereby approved shall be used only for purposes incidental to the enjoyment of the dwellinghouse as such and for no other purposes without the prior written permission of the Local Planning Authority.
REASON: To ensure an appropriate form of development and to safeguard the character of the locality.

INFORMATIVES

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 32 - The Party Wall etc. Act 1996
- 3 Standard Informative 36 - Measurements from Submitted Plans
- 4 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:

Harrow Unitary Development Plan:

- SD1 Quality of Design
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy

Cont...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Visual and Residential Amenity (SD1, D4, D5)
2. Consultation Responses

INFORMATION

a) Summary

This application was deferred from the last Committee meeting on 9th November, in order for a Members site visit, which took place on 26th November 2005.

b) Site Description

- Two storey, detached Edwardian dwelling, situated on western side of Stanmore Hill, at the junction with Old Forge Close;
- Very prominent site with Stanmore Hill rising up to the property;
- Adjacent dwelling at No.141overhangs applicants dwelling significantly to the rear at two stories;
- Existing rear garage with access to Old Forge Close;
- The property currently has a rear garden depth of approximately 25m;

c) Proposal Details

- Two-storey rear extension with subordinate roof over to a maximum depth of 6.5m
- Double garage abutting rear boundary line
- Vehicle crossover at front

d) Relevant History

P/368/05/DFU	Two storey side and rear, single storey rear extensions; double garage at rear; two vehicle crossovers at front, new boundary walls	REFUSED 05-MAY-2005
--------------	---	------------------------

Refused for the following reasons:

1. The proposed side to rear extension, by reason of excessive size, bulk and prominent siting, would be unduly obtrusive in the streetscene, detrimental to the spatial setting around this junction and the visual amenities of the adjacent occupiers.
2. The proposed glazing in the northern flank of the single storey rear extension would give rise to actual and perceived overlooking of the adjacent property, resulting in loss of privacy to the detriment of the residential amenity of adjacent occupiers.

Cont...

Item 2/03 - P/1829/05/DFU Cont...

3. The proposed garage, by reason of excessive size, bulk and prominent siting, would be unduly obtrusive and overbearing, result in loss of light and overshadowing to No. 2 Old Forge Close, and be detrimental to the amenities of the occupiers thereof.

e)	Notifications	Sent 8	Replies 3	Expiry 25-AUG-2005
----	----------------------	-----------	--------------	-----------------------

Summary of Responses: Loss of light to kitchen of no. 2 Old Forge Close from proposed garage due to excessive size and prominent siting, unreasonably high level of provision for off-street parking, overall development constitutes over development causing harm to the character of the area, loss of light to ground and first floor flank windows and loss of outlook from flank windows of no. 141 Stanmore Hill.

APPRAISAL

1. Visual and Residential Amenity

Two Storey Rear Extension

The existing dwelling is staggered to the rear. The proposed two-storey element would project 3.8m beyond the deepest point of the existing rear building line and 6.5m beyond its shallowest point, nearest to the boundary with the adjacent dwelling at No.141.

The new flank wall adjacent to Old Forge Close would be set in 0.5m from the existing flank wall. This factor together with the provision of an appropriately designed subordinate crowned roof over, to the same height as the ridge of the front gabled element are considered to sufficiently reduce bulk of this element as viewed from the street scene. The recessed flank would be spaced 3.4m from the flank boundary with Old Forge Close and hence it is considered that although this element would be visually prominent, it would not be unduly overbearing in the street scene.

While the building line to the front of No.139 and No.141 is approximately level, at the rear No.141 overhangs the applicants dwelling by approximately 4.5m at two stories and an additional 2m at single storey. The implementation of the proposed two-storey element would result in the applicants dwelling overhanging No.141 by approximately 1.7m at two stories but would not project beyond the single storey element at the rear of No.141. With a spacing of approximately 2.1m between the dwellings the proposed rearward projection would fall within a 45° line drawn from the nearest first floor rear corner of No.141 and, in so doing, would comply with the Council's guidelines for such developments. Accordingly it is not considered that there would be any unreasonable effect on light to, or outlook from, the rear habitable room windows of this property.

Cont...

Item 2/03 - P/1829/05/DFU Cont...

Towards the rear of the flank wall of No.141 are two small windows at ground floor serving a living room and 2 small windows at first floor serving a bedroom. The proposed two-storey rear element would be at the depth of all these windows and would hence cause loss of light to the windows. Both the ground floor living room and the first floor bedroom have a primary window at the rear and hence the loss of light to the windows is not considered to impact the living amenity of the occupiers of this dwelling to a significant degree as to warrant the refusal of the application.

Vehicle Crossover

Two vehicle crossovers onto Stanmore Hill were originally proposed. Highways and Transportation raised an objection to two access points on safety grounds. The proposal has been amended to provide just one access point at the northern flank of the site, away from Old Forge Close. This is considered to be acceptable.

Double Garage at Rear

A garage in dilapidated condition currently exists at the rear of the site, abutting the boundary with No.2 Old Forge Close. The existing garage is set back 2.5m from Old Forge Close and is to a depth of 5m. The proposed garage would be set back 4.7m from the roadside and be to a width of 6m and a depth of 10m.

The new siting of the garage spaces it further from the public highway that the dwelling house and in doing so puts it within the remit of what would be considered to be acceptable under permitted development.

However, in applying for planning permission, potential impact on adjacent properties and on the street scene must be considered. Regarding the street scene, although the garage would be bulkier it is considered that by way of the increase in spacing from the public highway its impact would be reduced.

The rear of the garage would be spaced 0.6m from the flank boundary with No.141. Being at the rear of the garden and with a ridged roof not beyond 4m it is considered that no adverse impact would be imposed on this property.

The garage would impact most significantly on No.2 Old Forge Close. The flank of this dwelling is spaced 1m from the applicant's rear boundary and at the new depth of the garage, exists a section of glazing in No.2's flank wall, to which the existing garage is sited in front of and hence does not overshadow. Comprising a glazed door and large window, these openings serve a kitchen/diner. However, while it is acknowledged that this glazing would suffer a degree of overshadowing, the proposed roof would serve to reduce this impact to an acceptable level by rising from a sympathetic height of 2.5m on the boundary. Is however considered that this flank glazing is of a secondary nature with the kitchen/diner main primary window being to the front.

Cont...

The garage has been significantly reduced in bulk from that proposed in the previously refused application, which proposed a ridged roof to a height of nearly 6m.

2. Consultation Responses

The Transportation Manager was consulted and raised objections to the provision of two access points onto Stanmore Hill due to safety issues. As a result the proposal was reduced to one access point and is considered to be acceptable.

- Loss of light to kitchen of No.2 Old Forge Close from proposed garage due to excessive size and prominent siting – Flank glazing of No.2 Old Forge Close is not considered to be protected for the purposes of SPG. See report.
- Unreasonably high level of provision for off-street parking – Not considered to be excessively high
- Overall development constitutes over development causing harm to the character of the area – Site is considered to be of sufficient area to accommodate proposed extensions and hence is not considered to be over development
- Loss of light to, and outlook from, ground and first floor flank windows of No.141 Stanmore Hill – The windows are not protected for the purposes of SPG and hence the impact was not considered to be unreasonable.

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for grant.

HEADSTONE MANOR RECREATION GROUND, PINNER VIEW P/2433/05/CFU/SC2

Ward: Headstone North

CONSTRUCTION OF TEMPORARY SILT LAGOONS (ASSOCIATED WITH DE-SILTING OF MOAT)

HARROW COUNCIL, URBAN LIVING

RECOMMENDATION

Plan Nos: Site Plan and drawing no's HM/05/002 and HM/05/001

- 1 Archaeology – Approval of Scheme
- 2 HBMC/LBH – Start of Work
- 3 No development approved by this permission shall be commenced until a statement of the method of working for the silt lagoon has been submitted to and approved by the Local Planning Authority. The development shall then proceed in strict accordance with the method statement.
REASON: to prevent pollution of the water environment
- 4 Noise from this site should not be audible at the nearest adjacent property except between the hours of 08.00-18.00hrs on weekdays and 09.00-13.00hrs on Saturdays, and not on Sundays or Bank Holidays.
REASON: to ensure that adequate precautions are taken to avoid noise nuisance and to safeguard the amenity of neighbouring residents.
- 5 The development hereby permitted shall not commence until samples of the boundary fencing material 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 and shall thereafter be retained.
REASON: to safeguard the appearance of the locality
- 6 Contaminated Land – Commencement of Works
- 7 Prior to the commencement of works on the site, a comprehensive rodent treatment should be carried out and the situation should be monitored during the exercise to ensure that the rodent population is not dispersed into the local environment. This service can be provided by Annual Services in Community Safety if required.
REASON: To safeguard the amenity of local residents and safeguard the appearance of the local area.
- 8 The building(s) hereby permitted shall be removed and the land restored to its former condition within 1 year of the date of this permission, in accordance with a scheme of work submitted to, and approved by, the local planning authority.
REASON: To safeguard the amenity of neighbouring residents and to permit reconsideration in the light of circumstances then prevailing.

Cont/

INFORMATIVES

- 1 Standard Informative 23
 - 2 **SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:**
The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:
Harrow Unitary Development Plan:
SEP2 - Water
SEP4 - Biodiversity and Natural Heritage
SEP6 - Areas of Special Character, Green Belt and Metropolitan Open Land
SD2 – Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Garden
EP9 - Water Quality, Supply and Disposal
EP28 - Conserving and Enhancing Biodiversity
EP44 - Metropolitan Open Land
D20 - Sites of Archaeological Importance - Field Evaluation
D21 - Sites of Archaeological Importance - Land Use Management
D22 - Sites of Archaeological Importance - Archaeological Investigation
 - 3 Standard Informative 24 – Environment Agency 1
 - 4 Standard Informative 25 – Environment Agency 2
-

MAIN CONSIDERATIONS

- 1) Appearance and Character of Area (SEP6, SD2, SEP4, EP44, D20, D21, D22)
- 2) Environmental Impact (SEP2, SEP4, EP9, EP28)
- 3) Residential Amenity (SEP2, EP44)
- 4) Consultation Responses
- 5) Conclusion

INFORMATION

a) Summary

- Council interest: Council owned
- MOL: Yes
- Headstone Manor – Grade 1 Listed Building

b) Site Description

- Applicant site consists of the Grade I Listed Headstone Manor and its surrounding moat which is proposed to be de-silted, along with part of Headstone Manor's recreation ground, where two man made lagoons are proposed
- The Manor and recreation grounds are located to the north of Headstone at the northern end of Pinner View Road. The Manor is situated west of the Tithe Barn and the Harrow Museum and Heritage Centre
- Headstone Manor Recreation Grounds surround the Manor and moat to the north and east

Cont/

Item 2/04 : P/2433/05/CFU

- The lagoons are proposed for the recreation grounds' of the manor and would be constructed directly east of the manor

c) Proposal Details

- Proposed application involves the construction of 2 temporary silt lagoons within Headstone Manor's recreation grounds in association with the de-silting of the existing moat around the Grade I Listed Headstone Manor
- Proposed scheme represents an overall scheme of restoration for Headstone Manor and its surrounding buildings and recreation grounds
- Proposed works to the moat will include extensive management of the trees on the moat embankments consisting of selective clearance and tree surgery
- Lagoons will be constructed within a designated area of land of approx 4088 sq metres
- The 2 proposed moats will vary in size, the northern most moat will cover an area of approx 798 sq m while the larger southern moat will cover an area of approx 1932 sq m
- A 1.5m topsoil containment bund would surround both moats on all. A 1.8m chain link fence would cordon off the lagoons on the northern, southern and western sides.
- Deposited silt will remain in the lagoons for approx 12months and once dried, would be re-tested before a decision is made as to the most appropriate way to dispose of it.

d) Relevant Planning History

LBH/29488	Listed Building Consent: Alterations and Conversion into Curator's Dwelling and Museum	GRANTED 23-April-86
LBH/29487	Application Under Regulation 4 of T. & C.P. Gen. Regs. 1976: Alterations and Conversion of the 'Tithe Barn' into Museum and Conversion of 'the Manor' into a Dwelling And Museum	GRANTED 13-Mar-86
LBH/6927/4	Change of Use to Museum and Show Place and Provision Curator's Flat	GRANTED 03-Jul-75

e) Consultations

Environment Agency – have no objections to the scheme provided a condition regarding water pollution is met

English Heritage – raise concerns regarding the closeness of the lagoons to the manor and their possible negative impact on the house and associated structures. They state that ideally the lagoons should be located off site but concede that should this not be possible then consideration should be given to the screening of the works

Conservation Area Advisory Committee (CAAC): 'Not in a conservation area, so was not looked at'

Cont/

Advertisement	Setting of a Listed Building		Expiry 10-NOV-2005
Notification	Sent 246	Replies 3	Expiry 01-Nov-2005

The objections raise concerns about the following issues:

- Loss of light and outlook to the residents of Wooster Mews caused by the close proximity of the 2m topsoil boundary wall
- Noise and disturbance caused by construction vehicles both digging the lagoons and depositing the silt into the lagoons
- Possible vermin infestation – may be attracted to this type of habitat
- Possible smell or toxic hazard that may result from the scheme
- De-valuing of property

APPRAISAL

1) Appearance and Character of Area

The proposed scheme represents part of a broader scheme of restoration works to the manor, out buildings and recreation grounds and its completion will enhance the general appearance and character of the local area. The first phase of this scheme has been completed and involved restoration works to the Manor House at the Harrow Museum and Heritage Centre within the Headstone Manor recreation grounds.

The principle of de-silting the moat is extremely welcome. It is essential to the character and setting of the Grade I listed manor house and settings of the other buildings in the complex. The works proposed are relatively urgent because unless it is de-silted it will completely fill up and cease to be a moat. As the only surviving water filled moat in Middlesex it has national importance and its preservation and repair is therefore of the highest importance.

Contrary to English Heritage concerns, the Council feels that the proposed lagoons and silt deposits would be located on a part of the site that would not detrimentally effect the character of the listed buildings. The temporary nature of the proposal would also see the area of land designated to accommodate the lagoons revert back to its current state after the silt has dried out, thought to be approximately 12 months.

A condition requiring samples of the proposed fencing would be attached to any permission to ensure that the lagoons are sufficiently screened from both Headstone Manor and the nearby residential dwellings.

Cont/

The proposed scheme would result in the loss of some metropolitan open land for a short term period. The Council, however considers that the area of land designated to accommodate the silt lagoons is relatively under utilised and its loss over an approximate 12 month period would be more than compensated by the results from the works applied for in this scheme.

2) Environmental Impact

The process of de-silting the moat surrounding Headstone Manor by the construction of on site lagoons for the storage of silt deposits is seen as the most environmentally friendly method. It allows for the testing of both the quality of the water to be discharged back into the moat and the chemical status of the dredged silt while having a minimal impact on existing habitats. An environmentally friendly approach will benefit the area, its character and the amenity levels of local residents in the long term.

The applicant site is located close to Yeading Brook, the source of the River Crane. Both of these watercourses are important river corridors for west London and eventually lead into the River Thames. The de-silting of Headstone Manor's moat would improve the water quality both around the applicant site and further downstream.

The land to the south and southwest of Headstone Manor are within a flood risk area and concern was raised by one of the objectors regarding the flood potential resulting from the construction of the proposed lagoons. The lagoons, however would be constructed outside this flood risk area and as such would not be susceptible to flooding.

Furthermore, any granting of permission would be conditional to the compliance by the applicant to attached conditions regarding both water and odour pollution.

3) Residential Amenity

The proposed location of both lagoons have been amended in order to move them further away from local residential properties. The rear of Wooster Mews, a small 2 storey building which accommodates 6 apartments, represents the closest residential development to the proposed lagoons.

In the original proposed lagoon location, the southern edge of the south lagoon would have been 11m from the rear wall of Wooster Mews.

The close proximity of the lagoons to these residents prompted the residents to object to the scheme citing potential loss of light, loss of outlook and odour pollution as their main reasons for objection.

Cont/

Item 2/04 : P/2433/05/CFU

After discussions with the applicant it was agreed to move the lagoons further northwards away from local residential properties. The amended scheme ensures that a distance of 50m is maintained between the southern boundary of the lagoon enclosure and the northern boundary of Wooster Mews. The Council is of the opinion that such a repositioning of the lagoons would satisfy the residents of Wooster Mews and nullify their objections regarding loss of light and outlook.

With regards to the possible foul smell that may emanate from the lagoons, the Council's Environmental Health team feel that any permission should be conditional to the applicant submitting details of the silt to be deposited and the method to be used. The details would have to be approved by the council prior to any works commencing.

A further condition would be attached to any permission restricting the hours of work during construction in order to safeguard nearby residents from potential noise pollution.

4) Consultation Responses

See report above

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for grant.

12 WARHAM ROAD, HARROW

2/05

P/2449/05/DFU/SL2

Ward: Marlborough

CONVERSION OF HOUSE INTO TWO SELF-CONTAINED FLATS; SINGLE STOREY SIDE TO REAR EXTENSION

DAVID R YEAMAN & ASSOCIATES for MR J COOPER

RECOMMENDATION

Plan Nos: 547/002A, 547/003, location plan

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following condition(s):

- 1 Time Limit – Full Permission³
- 2 Materials to Match
- 3 Restrict Use of Roof as a Balcony
- 4 The development hereby permitted shall not commence until details indicating adequate access to, and egress from, the ground floor flat have been submitted to, and approved in writing by, the local planning authority. The use shall not be commenced until the works have been completed in accordance with the approved details and shall thereafter be retained.
REASON: To ensure that the development will be accessible to people with disabilities.
- 5 Noise – Insulation of Buildings(s) - 4

INFORMATIVES

- 1 **SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:**
The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:
Harrow Unitary Development Plan:
SD1 - Quality of Design
SH1 - Housing Provision and Housing Need
SH2 - Housing Types and Mix
D4 - Standard of Design and Layout
D5 - New Residential Development - Amenity Space and Privacy
H9 - Conversions of Houses and Other Buildings to Flats
H18 - Accessible Homes
T13 - Parking Standards
EP25 - Noise
- 2 Standard Informative 23 – Considerate Contractor Code of Practice
- 3 Standard Informative 23 – The Party Wall etc Act 1996

Cont/

MAIN CONSIDERATIONS

- 1) Conversion Policy (H9, H18, T13)
 - 2) Amenity and Character of Proposed Extension (SD1, SH1, SH2, EP25)
 - 3) Residential Amenity (D4, D5)
-

INFORMATION

a) Summary

Council Interest: None

UDP Key Policies: SD1, SH2, SH2, D4, D5, EP25, H9, H18, T13

b) Site description

- Subject site is located on a corner plot at the junction of Warham and Talbot Rd
- Site is occupied by a semi-detached dwelling with an existing two-storey side extension with a hipped roof over
- The rear of the site is bound by Talbot Rd to the north; there is a garage at the end of the site with a vehicle crossing onto Talbot Rd
- The rear garden is overgrown and surrounded by a dilapidated 1.8 metre fence
- The attached dwelling, no.10, has a single storey rear extension to a depth of 4 metres

c) Proposal details

- Single storey rear extension, details comprise:
 - projecting to a depth of 4 metres from the main rear wall along the party boundary
 - extending across rear of dwelling for 7 metres
 - retaining 2 metre wide access between flank wall and north boundary
 - 3 metres high with a flat roof over
- Rear dormer, details comprise:
 - set away from party boundary by 500mm
 - set away from hip line by 1-metre
 - set above roof eaves by 1-metre
- Conversion of extended dwelling into 2 self-contained flats, details comprise:
 - Ground floor to comprise 3 bedroom flat over approx 85 metres² floor area; first floor and loft space to comprise 3 bedroom flat over approx 80 metres²
 - Ground floor flat accessed via existing front door; first floor flat accessed via existing door in rear elevation and side gate
 - private amenity space at rear to be divided between the flats
 - 1 parking space and a enclosed bin storage area proposed at the front of the site for use of the ground floor flat
 - the existing garage at the rear is to be retained for the first floor flat; refuse storage proposed outside rear door area

Cont/

Item 2/05 – P/2449/05/DFU

- Revisions to previously approved scheme (P/634/05/DFU):
 - Increased from two 2-bedroom flats to two 3-bedroom flats
 - Loft conversion and rear dormer proposed
 - Site boundary has been extended to incorporate full extent of original site
 - Additional off-street parking space provided (existing garage)

d) Relevant history

- P/2031/05/DFU – Conversion to two self-contained flats; rear dormer; single storey rear extension; parking at front – Application withdrawn 29 September 2005
- P/634/05/DFU – Conversion to two self-contained flats; single storey rear extension; parking at front and rear – Granted permission 29 July 2005
- LBH/43936 – Two-storey side extension – Granted permission 19 December 1991
- LBH/43514 – Two-storey side extension and alterations to roof to form end gable – Refused permission 15 October 1991

e) Consultation LBH Highways Engineer

Response: No objections to proposal

Notifications	Sent	Replies	Expiry
	10	1 petition	15 November 2005

Summary of responses: Objections refer back to original applications (P/634/05/DFU and P/2031/05/DFU)

- Concern that one parking space is not enough, and that the creation of a parking space at the rear off Talbot Rd will result in loss of on-street parking for other residents.
- Questions the future intentions of the property developer, by leaving the rear of the site undeveloped, concerns this will add to the 'construction and storage' at the rear of 2-8 Warham Rd.
- Social implications - previous tenants have brought about increased pollution, general lawlessness, frequent visits by police, increased break-in to property and vehicles, foul language and more litter.
- Character of the street will be altered by construction of flats; will precedent set for further development in the block resulting in increase noise and nuisance

APPRAISAL

1. Conversion Policy

Policy H9 of the UDP undertakes to permit flat conversions subject to the following considerations:

Cont/

A The suitability of the new units created in terms of sizes, circulation and layout

In terms of floor space, it is considered that the size of the proposed flats is satisfactory, given the size of household likely to occupy the units. The vertical stacking of the flats is appropriate in accordance with Policy H9, providing like room above like room to help minimise noise transmission between the flats. A condition is recommended to ensure the ground floor flat is accessible to disabled persons in accordance with Policy H18.

The existing front door is to provide access to the ground floor flat only, with the first floor flat accessed via the existing door at the rear. This helps to maintain the appearance of a single-family dwelling house in the street scene.

B The standard of sound insulation measures between units

As noted above the proposed internal layout will assist in minimising noise nuisance between the units. To supplement this it is recommended that permission be conditional upon the agreement and implementation of a suitable sound insulation scheme.

C The level of usable amenity space available

The rear of the site provides an area of approximately 160 metres², which is to be divided between the two flats. The ground floor flat is allocated the area directly to the rear of the single storey extension. The first floor flat is provided with the private amenity area to the rear of the site, accessed via the 2-metre wide strip adjacent to the north site boundary. The proposed level of private amenity space in this current application is more than double than that previously approved under application P/634/05/DFU for the two 2-bed units. The proposal complies with the aims of UDP Policy D.

D Traffic and highway safety

Policy T13 and the associated parking standards in Schedule 5 require a maximum of 3 spaces at the site given the size of the proposed flats. This application proposes one new space at the front of the site as well as the existing garage at the rear. The previously granted application was approved with a single parking space in the forecourt. It is considered that additional parking space provided at the rear is sufficient given the small increase in size of the two units. The proposed parking is not considered prejudicial to pedestrian or vehicle safety in the locality.

E Landscape treatment and the impact of any front garden/forecourt car parking

The proposed forecourt arrangement - providing one parking space, a bin storage area, and soft landscaping – is comparable with that granted permission under the previous application. The significant soft landscaping and fenced bin enclosure is considered to have a satisfactory appearance in the street scene in accordance with Policy D9 and Policy H9 para6.54. The refuse storage area for the first floor flat at the rear of the dwelling would not be visible from the street, as it would be screened by the 1.8 metre close-boarded fence.

Cont/

2. Amenity and character of proposed extension

The single storey extension proposed as part of the application would have nominal impact on the attached dwelling, no.10 Warham Rd. Although the proposed rearward projection of 4 metres exceeds the maximum of 3 metres recommended under the SPG, the additional metre is justified in this instance given the existing 4 metre deep extension at no.10. The proposed rear dormer meets the requirements set out in the SPG in terms of size and siting. The dormer is completely contained in the roof slope, and not considered to be overly bulky or dominant.

3. Residential amenity

The site has a previous valid permission for conversion of the dwelling into two self-contained two-bedroom flats. Although this application increases the floor area of both flats and includes an additional bedroom in each, the site boundary has now also been increased to accommodate for this increase in floor area and intensification. While it is acknowledged that some increase in activity may occur as a result of this permission, it is not considered that the proposal is an over-intensive use of the site. The site is considered suitable for a conversion, and would contribute to additional small units and a variety of dwelling types within the borough in accordance with UDP Housing policies.

4. Consultation responses

The petition from the residents of Warham Road was initially received by the Council in response to the original application. Some of the points raised are no longer relevant in relation to the current application.

- Two off-street parking spaces have now been proposed, the space at the rear is existing so an additional crossover at the rear is not necessary, therefore loss of an on-street space will not result
- The rear of the site has now been incorporated into the proposed site boundary
- The social implications raised are not relevant in the determination of a planning application
- Character is discussed in the body of this report

CONCLUSION:

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for grant.

TWO STOREY SIDE TO REAR EXTENSION

MR AND MRS A WATKINSON

RECOMMENDATION

Plan Nos: Site Plan and drawing no's 355-1, 355-2(a), 355-3(b) and 355-4

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following condition(s):

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 Completed Dev't - Conservation Area - Building

INFORMATIVES

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 Standard Informative 32 – The Party Wall etc. Act 1996

3 **SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:**

The decision to grant permission has been taken having regard to the policies and proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:

Harrow Unitary Development Plan:

SD1 - Quality of Design

D4 - Standard of Design and Layout

D5 - New Residential Development - Amenity Space and Privacy

D16 - Conservation Area Priority

D17 - Article 4 Directions

SEP6 - Areas of Special Character, Green Belt and Metropolitan Open Land

EP31 – Areas of Special Character

EP32 – Green Belt-Acceptable Land Uses

EP33 – Development in the Green Belt

EP34 – Extension to Buildings in the Green Belt.

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1 Green Belt Land and Area of Special Character (SEP6, EP31, EP32, EP33, EP34)
 - 2 Character and Appearance of Conservation Area (SD1, D4, D16, D17, SEP6)
 - 3 Residential Amenity (SD1, D4)
-

cont/

INFORMATION

a) Summary

Green Belt Yes
Conservation Area Pinner Hill

b) Site Description

- 2 storey detached property within an ample sized plot located at the corner of South View Road and Park View Road
- Applicant property is angled in relation to South View Road and is situated directly opposite the main entrance to Pinner Hill Golf Club
- The site levels rise towards Park View Road
- Pinner Hill Conservation Area is characterised by a variety of large detached dwellings with differing building designs and styles set in ample sized plots of land

c) Proposal Details

- Proposed application involves the erection of a two storey side extension on the northern side of the applicant dwelling
- Proposed extension would measure 4.8m in width and 6.5m in depth
- The extension sought would provide a large principal bedroom with en suite bathroom and a ground floor living room
- Current application is for a renewal of permission granted for an identical scheme in November 2001

d) Relevant Planning History

WEST/649/01/FUL	Two Storey Side Extension (Revised)	GRANTED 09-NOV-2001
WEST/926/00/FUL	Two Storey Side to Front Extension	WITHDRAWN 27-JUN-2001

e) Consultations

CAAC: No objections. This extension is similar to a scheme already approved.'

Advertisement: Character of Conservation Area Expiry
17-Nov-2005

Notifications Sent Replies Expiry
2 0 09-Nov-2005

cont/

APPRAISAL

The proposed application is for the renewal of a previous permission granted on the 9th Nov 2001. This previous application granted permission for a two storey side extension. There has been no material change in circumstances in the intervening period since the previous permission was granted.

1) Green Belt Land and Area of Special Character

Plan policy requires that 'development will be strictly controlled within the green belt to ensure that such land remains primarily open and existing environmental character is maintained or enhanced' and in the case of extensions to dwellings, 'not result in disproportionate additions over and above the size of the original dwelling'.

	Existing	Proposed	% Increase
Footprint (m2)	114.03	145	27%
Floor Space (m2)	217	279	28.5%
Volume (m3)	889.7	1145.5	28.7%

The location and dimensions of the extension would not visually infill space between properties nor reduce the open, rural character of the conservation area. Due to the nature of the site and the house being angled back from South View Road, the extension would sit comfortably within the surrounding grounds. The Council feels therefore, that taking into account both the particular characteristics of the site and the disposition of the house that sufficient space, in Green Belt terms, would remain around the house in order to maintain the openness of the site.

2) Character and Appearance of Conservation Area

The proposed extension would be on the furthest end of the house, from South View Road. The extension would maintain the vernacular, asymmetrical character of the existing building and would be constructed using materials to match, such as facing brickwork, tiling and painted timber windows.

cont/

The distance from the proposed extension to the plot boundary with Park View Road would be 15m. It is considered that sufficient space would remain around the applicant property in order to preserve the character of this part of the Conservation Area.

3) Residential Amenity

The surrounding of the proposed extension by the property's large garden and its mature tree and hedgerow boundaries coupled with the sites corner location would minimise the erection of a 2 storey extension on any adjoining properties. The Council is of the opinion that a granting of permission for such an extension would not result in any negative impact on local residential amenity.

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for grant.

SECTION 4 - CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

158 BURNT OAK BROADWAY, EDGWARE

4/01

P/2546/05/CNA

Ward: None

CONSULTATION: DETAILS OF ACCESS, SITING, DESIGN, EXTERNAL APPEARANCE OF RESIDENTIAL PHASE, PURSUANT TO OUTLINE PERMISSION

LONDON BOROUGH OF BARNET

158 BURNT OAK BROADWAY, EDGWARE

4/02

P/2660/05/CNA

Ward: None

CONSULTATION: DETAILS OF ACCESS SITING, DESIGN/EXTERNAL APPEARANCE OF RESIDENTIAL PHASE, PURSUANT TO OUTLINE PERMISSION (DUPLICATE)

LONDON BOROUGH OF BARNET

RECOMMENDATION

P/2546/05/CNA

Plan Nos: 01rev.H, 04rev.00, 07rev.B, 08rev.A, 09Arev.A, 09Brev.A, 10rev.A, 11rev.B, 12rev.A, 13Arev.A, 13Brev.A, 14rev.A, 16rev.A, 17rev.A, 18rev.A, 19rev.A, 20rev.A, 21rev.A, 22rev.A, 23rev.A, 13284L1rev.C, 13284L2rev.A, 13284L3rev.A & 13284L4rev.A

RAISES NO OBJECTIONS to the development set out in the application.

- 1 Planning permission being subject to the prior completion of a Section 106 agreement involving this Council to secure the sum of £10,000 to facilitate any remedial traffic management measures that may be necessary as a result of the proposal, within 3 years of occupation of the related development.

INFORMATIVES

- 1 Standard Informative 34 – Consultation as a Neighbouring Local Planning Authority

P/2660/05/CNA

Plan Nos: 01rev.H, 04rev.00, 07rev.B, 08rev.A, 09Arev.A, 09Brev.A, 10rev.A, 11rev.B, 12rev.A, 13Arev.A, 13Brev.A, 14rev.A, 16rev.A, 17rev.A, 18rev.A, 19rev.A, 20rev.A, 21rev.A, 22rev.A, 23rev.A, 13284L1rev.C, 13284L2rev.A, 13284L3rev.A & 13284L4rev.A

RAISES NO OBJECTIONS to the development set out in the application.

Cont/

- 1 Planning permission being subject to the prior completion of a Section 106 agreement involving this Council to secure the sum of £10,000 to facilitate any remedial traffic management measures that may be necessary as a result of the proposal, within 3 years of occupation of the related development.

INFORMATIVES

- 1 Standard Informative 34 – Consultation as a Neighbouring Local Planning Authority
-

MAIN CONSIDERATIONS

- 1) Highway Safety
- 2) Residential Amenity
- 3) Consultation Responses

INFORMATION

a) Site Description

- A large irregular shaped parcel of land forming part of Edgware Community Hospital site, located on the north eastern side of Burnt Oak Broadway;
- The land parcel would have a narrow frontage to Burnt Oak Broadway of approx 35 metres in width, expanding to between 85 to 120 metres in width to the rear section of the site. The site has an approximate depth of 260 metres.
- Burnt Oak Broadway forms the boundary between Harrow and Barnet Council;
- Located on the opposite side of Burnt Oak Broadway to the south west are attached two storey buildings, accommodating commercial at ground floor and residential above. These properties are within the Borough of Harrow;

b) Proposal Details

- Barnet Council on 2 July, 2003 approved an outline application, including a residential development on surplus hospital site land. The outline application for Planning Permission W00546BA/02 encompassed overall: redevelopment of hospital site to provide new community hospital, 8.8 acres of residential and a doctor's surgery;
- Details of access, siting, design, external appearance of residential phase of the development are sought via this application;
- The overall proposal encompasses erection of 289 dwellings, comprising 33 houses and 259 flats in 12 blocks with access to hospital access road.

c) Relevant Planning History

P/2260/CNA	Consultation: construction of new site entrance onto Burnt Oak Broadway	DECISION 14-JAN-2005
------------	--	-------------------------

Cont/

Comments given to Barnet Council:

The Committee resolved to raise no objection to the development set out in the application subject to the planning permission being subject to the prior completion of a Section 106 agreement involving this Council to secure the sum of £10,000 to facilitate any remedial traffic management measures that may be necessary as a result of the proposal, within 3 years of occupation of the related development.

The Committee also wished to convey its concerns to L.B. Barnet regarding the implications of the relocation of the bus stop, and feel strongly that the matter should be the subject of further consultation with the bus companies and transport users.

Barnet's Response

Barnet Council issued approval of the outline scheme without accommodating Harrows request for the suggested S106 Agreement.

d) Consultations

Notification	Sent	Replies	Expiry
	75	awaited	15-NOV-05

Response: awaited.

APPRAISAL

1) Highway Safety

As part of the overall residential development, the access is sited in the same location as proposed by the early consultation application. The proposed access would consist of a give way arrangement with a right turn lane into the site from Burnt Oak Broadway. This arrangement is considered acceptable in terms of accommodating traffic generation from the development. It is envisaged that on-street parking on the 'Harrow' side of Burnt Oak Broadway, which is permissible during off peak periods, would remain unaffected due to the adequate width the carriageway.

However as with the prior consultation application it is considered that a sum of £10,000 should be secured via a Section 106 agreement to facilitate any alterations to the existing waiting restrictions if the proposals give rise to parking problems within 3 years occupation of the development.

2) Residential Amenity

Given that Burnt Oak Broadway is a classified road with existing high levels of traffic, it is considered that the proposal would not cause harm to residential amenity in terms of additional noise and disturbance.

Cont/

With respect of the scale of the proposed buildings on site, it is only Block A that has a relationship and interface with the streetscape of Burnt Oak Broadway. The remainder of the development is sited well back from the road frontage and therefore does not have a specific interface with properties located with Harrow. With respect of proposed Block A, this is considered to be to a design, form and scale that is compatible with the streetscape it is proposed to be located within. Likewise due to the width of the roadway Block A, this represents a physical separation and barrier, therefore there are no concerns of it causing detrimental impacts of bulk, overlooking or overshadowing of properties located within Harrow.

Due to these factors it is considered that the proposed development would not cause a direct impact upon on the London Borough of Harrow nor to any person or property within the Borough, subject to the S106 referred to above.

3) Consultation Responses

None

CONCLUSION

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for refusal.