

SECTION 1 – MAJOR APPLICATIONS

**LAND WEST OF CORNWALL ROAD 407-523 UXBRIDGE 1/01
ROAD, HATCH END**

P/2457/05/COU/DT2

Ward: Hatch End

OUTLINE: REDEVELOPMENT, DETACHED 3 STOREY BUILDING WITH B1
(BUSINESS) USE ON GROUND FLOOR AND 14 FLATS ON THE UPPER FLOORS

MICHAEL BURROUGHS ASSOCIATES for A SURACE

RECOMMENDATION

Plan Nos: 3293:01 3293:02 3293:03 3293:04 3293:05 3293:06

REFUSE permission for the development described in the application and submitted plans for the following reasons:

- 1 The proposal is an unacceptable overdevelopment of a backland site that by reason of poor siting and layout would be an inappropriate form of residential development in this commercial location, resulting in poor living conditions for future occupiers.
- 2 The proposed development by reason of poor siting and layout would result in unacceptable overlooking and loss of privacy to residents of neighbouring properties and future occupiers.
- 3 The proposed development by reason of excessive number of units and size of building would be visually obtrusive, incongruous and out of keeping with the character of adjoining buildings in the immediate area.

INFORMATIVES

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Residential Character (SD1 D4 D9)
 - 2) Neighbouring Amenity (SD3 D5)
 - 3) Consultation Responses
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INFORMATION

a) Summary

Conservation Area:	No.	
Car Parking	Standard:	
	Justified:	See report
	Provided:	
Site Area:	778 sqm.	
No of residential units:	14	
Floorspace	1792 sqm	
Habitable Rooms	34	
Council Interest	None	Continued/...

b) Site Description

- Two single storey concrete framed rectangular buildings that appear to be in B1 use occupy site.
- Site is on the west side of Cornwall Road at the junction with Hatch End Broadway. The site adjoins a service road at the rear of a terrace on the Broadway that has shops and restaurants on the ground floor with flats on the two storeys above them. The site has a row of lock up garages on its eastern boundary that adjoin Dunford Court, a three-storey block of flats with frontage on Cornwall Road. On the western side of the site are several similar B1 buildings, including a building that is in use as an additional showroom to Chaplin's furniture store on the Broadway.
- The rear of the site is bounded by a low concrete wall which adjoins the lock up garages and communal gardens of blocks of flats that have frontage on Devonshire Road, to the south of the site.

c) Proposal Details

- Development of a three storey block of six x 2 bedroom flats, and eight 1 x bedroom flats
- Ground floor B1 (Business) units x 4 comprising 597 sqm of floor space with loading area at front of site.
- Pedestrian access shared with existing vehicular access along service road,

d) Relevant History

- None recorded.

e) Applicant's Statement

- Existing site has no parking and servicing facilities are rudimentary.
- Occupants of flats above the retail/restaurant uses on the Broadway use Cornwall Road as a means of access to parking areas on the Broadway.
- Proposed replacement B1 floor space is almost identical to the existing provision.
- Site is a good location; close to shopping centre that is well served by local public transport. Proposal is therefore in accordance with national guidance (PPS3 and PPS13), hence no off street parking is proposed to be provided.
- Ground floor amenity space would be inconsistent with the character of the area and with the proposed use of the ground floor for B1 purposes. Balconies are provided in lieu of garden space. If residential densities in the London Plan are appropriate to this site and building heights are to be consistent with those of the locality, then the opportunity to provide conventional amenity space is restricted.
- Proposal would not be harmful to adjoining residential amenity. The rear gardens of properties on Devonshire Road are 37m long.

f) Consultations

Advertisement	Major Development	Expiry
	27-OCT-05	17-NOV-05

Continued/...

Notification	Sent	Replies	Expiry
	94	3	15-NOV-05

Summary of Responses: Objections to:

- i) Overlooking resulting in loss of privacy.
- ii) Overdevelopment of a backland site for residential purposes in an inappropriate commercial area.
- iii) Poor residential amenity for future occupiers due to proximity of commercial buildings and their service areas, especially due to noise and smells from the rear of the many restaurants nearby.
- iv) No amenity space is provided and proposed balconies provide poor outlook and would overlook adjoining dwellings.
- v) Proposal would exacerbate risk of flooding that affects properties on the Broadway from the critical ordinary watercourse, Woodridings Brook.

APPRAISAL

1) Residential Character:

The proposal has been submitted in outline, with all matters reserved and only approval for the principle of residential development sought at this stage. The proposal is a backland form of development i.e. the site does not have a road frontage and has housing on each side of it. Consequently, sensitivity should be shown in the siting and layout of development. However, the proposed development would be located adjacent to the service road and refuse bin areas of shops and restaurants that are on the main road frontage immediately to the north of the site. Whereas the surrounding residential developments address the road frontage and are separated from the service area by communal gardens, shrubs and trees that provides screening and rows of lock up garages.

The siting and setting of the proposed development is regarded as poor and would therefore be contrary to the advice in Policy D4. It advises that development should have regard to the character and landscape of the locality and should have a satisfactory relationship with adjoining buildings and spaces

Furthermore, unlike the surrounding buildings, no space is proposed around the building, which would delineate and articulate it, distinguishing it from adjoining buildings. Moreover, the development is too close to the service road and no separate pedestrian access is provided within the site. Again, this would be contrary to Policy D4.

Continued/...

2) **Neighbouring Residential Amenity**

Residential development of backland sites needs to maintain the character of the area and the amenity of adjoining residential properties. There should be proper access for vehicles and pedestrians, the form, layout, siting and site area should respect the existing character and townscape of the locality and adequate separation between existing and new development should be maintained. It is in this latter respect in particular that the proposal comes into conflict with Policy D5.

Above ground floor level there would only be a distance of just over 22m between windows of habitable rooms on the eastern elevation of the proposed development and existing rear windows of rooms Durnford Court. Furthermore, these rooms would have balconies, which would increase the potential for overlooking. A similar situation would arise on the proposed northern elevation, in relation to rooms at the rear of flats above the shops and restaurants of the Broadway. This element of the proposal would result in loss of privacy for both neighbouring residents and future occupiers of the development and is contrary to the advice in Policy D5.

Moreover, the businesses located on the Broadway who use the service road area for deliveries etc, are predominantly restaurants, cafes and shops. Much of their trade takes place at night and it is considered that the activity associated with these uses would have an unneighbourly effect on the proposed development in terms of noise and disturbance, vehicle movement and cooking odours. The quality of the environment for future occupiers would suffer in this respect and conflict would again occur with the advice in Policy D5.

Finally, the proposed B1 use on the ground floor, having a loading area on its frontage, is considered to be incompatible with a residential development, as alongside the existing business uses in the locality, it would also compound the unsatisfactory character of this proposal in relation to the quality of the local environment for future occupiers, contrary to Policy D5.

3) **Consultation Responses**

Addressed in the 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 refusal.

56-60 SCANMOOR HOUSE, NORTHOLT ROAD

1/02

P/985/05/CFU/DT2

Ward: Harrow on the Hill

ADDITIONAL FLOOR WITHIN MANSARD ROOF TO PROVIDE 2 FLATS; CONVERSION OF 1ST - 4TH FLOORS TO PROVIDE 12 FLATS: USE OF GROUND FLOOR FOR RETAIL (CLASS A1)

JPB ARCHITECTS for SCANMOOR LTD

RECOMMENDATION

Plan Nos: 9966/01 9966/14A

REFUSE permission for the following reason:

- 1 The proposal would result in the loss of substantial office floor space that would be harmful to the viability of land designated in the Harrow Unitary Development Plan as a Business Area.

INFORMATIVE:

- 1 **INFORMATIVE:**

The following policies in the Harrow Unitary Development Plan are relevant to this decision:

- SD1 Quality of Design
- SD3 Mixed-Use Development
- EM14 Land and Buildings in Business, Industrial and Warehousing Use – Designated Areas
- EM15 Land and Buildings in Business, Industrial and Warehousing Use – Outside Designated Areas
- H9 Conversions of Houses and Other Buildings to Flats
- 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
- T13 Parking Standards

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Loss of Office floor space (SD1 SD3 EM14 EM15)
 - 2) Residential Amenity (H9 D5 D8 D9 T13)
 - 3) Consultation Responses
-

INFORMATION

a) Summary

Conservation Area:

No.

Continued/...

Car Parking	Standard:	
	Justified:	See report
	Provided:	
Site Area:	582 sqm	
No of residential units:	12	
Council Interest	None	

b) Site Description

The application site is a five-storey red brick office building with a Mansard Roof extension that is on the west side of Northolt Road. It has off street parking at the rear and side of the building.

c) Proposal Details

- The Mansard roof extension to provide two flats was granted but has not yet been implemented.
- Conversion of first, second, third and fourth floors to provide 12 x 2 bedroom flats
- Provision of staircase at side entrance and central staircase/lift and lobby at ground floor frontage.
- Provision of balustrades on rear elevation
- Use of ground floor as two retail (A1 Use) units.

d) Relevant Planning History

P/1369/04/CFU	Additional Floor within Mansard Roof to provide two flats with residential access on ground floor	GRANTED 12-MAY-04
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e) Applicant's Statement

Not submitted

f) Consultations

No responses

Advertisement	Major Development	Expiry 4-AUG-05
Notification	Sent 28	Replies 0
		Expiry 22-JUL-05

Response:

Continued/...

APPRAISAL

1) Loss of office space

The proposal is for the conversion of the existing four floors of office space into four storeys of 12 x 1 bedroom flats and the conversion of the ground floor to a shop use (A1). The two retail units would be provided in the undercroft of the building, that is in use as an off street parking area with twenty bays. 9 spaces would be lost. An unimplemented permission exists for a mansard roof extension to the building to provide two x 2 bedroom flats.

The site is within in an area that is designated in the HUDP as a Business Area. Policy EM14 advises that in such areas the loss of B1 uses will be resisted. In this instance 975 sqm of floor space would be taken out of B1 use. The proposal is therefore contrary to Policy EM14.

The loss of this floor space could jeopardise the viability of the designated Business Area. Furthermore the applicants have not provided any support for their case. No evidence has been submitted that could indicate that the site is no longer suitable for B1 use. Nor have they provided a survey of local office market trends that might suggest for example, that there is an over supply of office space in the area and that an alternative use, such as residential development, might be feasible. Indeed, the applicants have not stated how much, if any, of the existing B1 floor space is occupied.

Similarly, no justification has been provided for the proposed retail use. The site is only a short distance from a large supermarket on the same side of the road. The shops of South Harrow District Centre are less than 500m to the south of the site. No evidence has been submitted to show the need for an additional retail use and why that should override the loss of 198 sqm of B1 floor space.

2) Residential amenity

No alterations or extensions to the existing building are proposed, other than the provision of balustrades on the rear (west) elevation of the building. The provision of the two retail uses in the ground floor undercroft would result in the loss of 9 off street parking spaces. No justification has been given for this. No landscaping or additional enclosure of the site is proposed, nor has any provision for refuse disposal been indicated on the plans.

3) Consultation Responses

None received

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 refuse.

61/63 HIGH STREET, WEALDSTONE

1/03
P/2216/05/CFU/DT2
Ward: Wealdstone

REDEVELOPMENT OF TWO UPPER FLOORS TO
PROVIDE THREE FLOORS WITH 12 FLATS

MODLUX PLC for CHOGLEY PROPERTIES

RECOMMENDATION

Plan Nos: MOD/57/1/2/3/4/5/6/7/8/9/10/11/12/13/14

REFUSE permission for the following reason:

- 1 Refusal - Extension - Pattern and Character of Development (development, delete 'extension')
- 2 The proposal is an unacceptable overdevelopment that by reason of poor siting and layout and excessive site coverage by buildings would result in poor living conditions for neighbouring residents and future occupiers.
- 3 The excessive height, bulk, scale, massing and unsatisfactory appearance of the proposal would be unduly obtrusive in the streetscene and would detract from the appearance of the area

INFORMATIVE:

- 1 INFORMATIVE:
The following policies in the Harrow Unitary Development Plan are relevant to this decision:
S1 The Form of Development and Pattern of Land Use
SD1 Quality of Design
SD3 Mixed-Use Development
D4 Standard of Design and Layout
D5 New Residential Development – Amenity Space and Privacy

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Residential Character S1 SD1 D4
- 2) Residential Amenity SD3 D5
- 3) Consultation Responses

Continued/...

INFORMATION

a) Summary

Conservation Area:	No.	
Car Parking	Standard:	
	Justified:	See report
	Provided:	Residential:
Site Area:	0,32ha.	
No of residential Units:	12	
Floorspace	771 sqm	
Residential Density	156 dph 467 hrh	

b) Site Description

Application site is a three-storey end of terrace building on the west side of the High street at the junction with George Gange way. The terrace appears to date from the late nineteenth century. The existing first and second floor levels seem to have been rebuilt in the inter war period, while the ground floor flat roofed shops are clearly later additions (shops are designated in the UDP as primary frontage in the Wealdstone District centre). The building has also been extended at the rear.

Access to the existing flats at first and second floor levels is along an alley way at the side of the building via a staircase to roof terraces at the side of the two storey rear wing.

c) Proposal Details

- Extension at front and rear at three storey level.
- Proposed development in two blocks linked by stairwells.
- Front section to have a flat roof, rear section to have a gently pitched roof. Roofs to be finished with tile hanging.
- Exterior finishes to be split face blockwork and render with weather boarding on the front elevation.

d) Relevant Planning History

None recorded

Applicant's Statement

Not submitted

f) Consultations

Advertisement

Major

Expiry
17-NOV-05

Notification

Sent
68

Replies
0

Expiry
07-NOV-05

Continued/...

Summary of responses:

APPRAISAL

- **Residential Character**

The proposal would be a substantial increase in the size of the building and in its site coverage. The flat roof terrace areas at the front of the building and at the side and rear of the rear wing at first and second floor level would be infilled to provide additional accommodation. This would result in almost 100% site coverage, apart from a rectangular strip of terrace on the southern side of the building that could provide limited amenity space.

The architectural form of the building would be destroyed by the proposed extension, as the existing rear wing would be built up to roof level. Similarly, at the front of the site, the definition of the building would be destroyed. The proposed front extension would rise perpendicular to the front building line and the set back pitched roof would be enveloped by a flat roof. The articulation of the original building would be lost, and would be replaced by a massive, ugly, rectangular block. Little space would remain around the building and no usable amenity space would be available.

It is considered that the proposal is an overdevelopment of the site. that would be a harmful addition to the end of the terrace, contrary to the advice in Policy D4. It says that a high quality of design, that takes into account the site, it's setting and context, scale and character of the locality is expected in all development. The proposal fails to achieve this.

- **Residential Amenity**

The proposed extensions would provide poor living conditions for neighbouring residents and for future occupiers. The front extension would project a distance of 4m beyond the front building line of the adjoining building to the south of the site, 59 High Street. This property has windows that serve what appears to be a flat above a shop and they would lose daylight as a result.

Moreover, virtually all of the windows that are proposed in the extended flank walls of the proposed first, second and third floor extensions to the building would suffer from inadequate sunlight and daylight conditions. Many of the rooms in the proposed flats towards the rear of the site are single aspect and would be only 2.5m from the blank flank wall of the adjoining building to the north of the site. Only the front bedrooms, directly facing the High Street, would be excluded from this effect.

This element of the proposal, affecting both existing neighbours and future occupiers, would be contrary to the advice in Policy D5. It stresses that new residential development should ensure that the amenity of occupiers of existing and proposed dwellings is safeguarded.

- **Consultation Responses**

None received.

Continued/...

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.

LAND AT HIGH MEAD, HARROW

1/04

P/2638/05/CFU/RJS

Ward: Marlborough

DETACHED 3 STOREY BLOCK WITH ACCOMMODATION
IN THE ROOF TO PROVIDE 14 FLATS, PARKING AND
ACCESS (RESIDENT PERMIT RESTRICTED)

DLA TOWN PLANNING for FULMER DEVELOPMENTS LTD

RECOMMENDATION

Plan Nos: unnumbered locality plan, 05/3013/1, 05/3013/2 & 05/3013/3

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 be Approved
- 3 Levels to be Approved
- 4 Disabled Access - Buildings
- 5 Landscaping to be Approved
- 6 Landscaping - Existing Trees to be Retained
- 7 Trees - Underground Works to be Approved
- 8 Landscaping to be Implemented
- 9 Parking for Occupants - Parking Spaces
- 10 Fencing to be Approved
- 11 Fencing During Construction
- 12 Refuse Arrangements – Buildings
- 13 Water - Disposal of Sewage
- 14 Water Storage Works
- 15 Contaminated Land - Commencement of Works
- 16 Contaminated Land - Prevention of Pollution
- 17 Disabled Access - Buildings
- 18 Community Safety - Major Applications
- 19 Community Safety - Housing - Doors
- 20 Community Safety - Windows

INFORMATIVE:

- 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

Continued/...

- 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
- H4 Residential Density
- EM15 Land and Buildings in Business, Industrial and Warehousing Use - Outside Designated Areas
- 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 - Residents Parking Permits
- 5 There are public sewers crossing this site, therefore no building will be permitted within 3 metres of the sewers without Thames Water's approval. Should you require a building over application form or other information relating to your building/development work, please contact Thames Water on 0845 850 2777.
- 6 With regard to water supply, this comes within the area covered by the Three Valleys Water Company. For your information the address to write to is – Three Valleys Water Company P.O. Box 48 Bishops Rise, Hatfield, Herts, AL10 9AL Tel – (01707) 268111.
- 7 Standard Informative 47 - Community Safety 1
- 8 Standard Informative 48 - Community Safety 2
- 9 Standard Informative 49 - Community Safety 3

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Character of Area, Site Layout & Residential Density (SD1, SH1, SH2, D4, D5, D8, D9, C16)
- 2) Residential Amenity (SD1, D4)
- 3) Retail/ Employment Policies (EM15)
- 4) Impact on Trees (D10)
- 5) Parking/ Highway Safety (T13)
- 6) Housing Provision and Need (SH1, SH2)
- 7) Consultation Responses

INFORMATION

a) Summary

Adopted 2004 UDP Key Policies:	(SD1, SH1, SH2, D4, D5, D8, D9, D10, T13, H4, EM15, C16)
Town Centre:	no
Listed Building:	no

Continued/...

Item 1/04 : P/2638/05/CFU continued/...

Conservation Area:	no	
Green Belt:	no	
Car Parking	Required:	19 (maximum)
	Justified:	14
	Provided:	14
Site Area:	0.1 ha	
Habitable Rooms:	39	
No of Residential Units:	14	
Density - hrph:	140 dwellings per hectare. 390 habitable rooms per hectare	
Council Interest:	None	

b) Site Description

- Land parcel to northern side of High Mead, west of the junction with Station Road;
- Site occupied single storey commercial building orientated to northern boundaries of the site;
- A large barn structure is orientated to the road frontage of the property;
- An open yard surrounds the barn;
- A 1.8 metre close boarded fence is located along the street frontage of the site;
- The prior use of the site was for commercial purposes however the site is currently vacant and disused;
- To the north the site adjoins commercial/ industrial buildings, with the rear gardens of residential properties beyond;
- To the east the site abuts the rear elevations of 2 storey commercial terraced buildings fronting Station Road;
- To the west the site abuts the side elevation of the adjoining block of flats;
- To the south the site abuts the predominantly black side elevation of a cinema theatre (4-6 storeys in scale);
- To the south west the site abuts the rear elevation of a Tesco Supermarkets store;
- Site is located within a CPZ;

c) Proposal Details

- Demolition of all existing building on site and redevelopment with a detached 3 storey block with accommodation in the roof to provide 14 flats, parking and access;
- Rectangular building proposed with a footprint of 26.0 m wide x 12.8 m deep and wall heights ranging from 7.7 to 8.8 metres;
- The roof of the building would consist of a pitched crown with dormer windows to both the front and rear elevations;

Continued/...

Item 1/04 : P/2638/05/CFU continued/...

- The main wall of the front elevation would be sited between 6.6 to 7.6 metres from the frontage boundary. The building would be sited 7-8 metres from the east side boundary, 2-3.8 metres from the west side boundary and between 6-18 metres from the north rear boundary.
- The building would accommodate 11 x 2 bedroom flats & 3 x 1 bedroom flats;
- 11 on site parking spaces are proposed, with 4 to the front of the building, 4 to the side of the building in an undercroft arrangement and 3 to the rear of the building;
- The remainder of the site to the rear of the building would be given over to a landscape garden amenity area of 500m² approx.;

e) Applicant's Statement

- A lengthy report was lodged as part of the details of the application.

f) Relevant Planning History

- None

e) Consultations

Notification	Sent	Replies	Expiry
	121	2 objection	06-DEC-05

Response: lack of parking provision; high demand for parking spaces of an evening outside of the times nominated by a controlled parking zone; will create on street parking problems; any new construction should be of similar volume to existing buildings on site ie: only single storey construction; area is already built up and should be built up further; increase in noise pollution; no trees should be removed;

Environment Agency: Awaited

Thames Water: Include the following Informatives:

Waste Comments:

There are public sewers crossing this site, therefore no building will be permitted within 3 metres of the sewers without Thames Water's approval. Should you require a building over application form or other information relating to your building/ development work, please contact Thames Water on 0845 850 2777.

Water Comments:

With regard to water supply, this comes within the area covered by the Three Valleys Water Company. For your information the address to write to is – Three Valleys Water Company P.O. Box 48 Bishops Rise, Hatfield, Herts, AL10 9AL Tel – (01707) 268111.

Continued/...

APPRAISAL

1) Character of Area, Site Layout & Residential Density

The Character of the area is clearly mixed, forming a transitional area between the residential character of the northern side of Mead Road further to the west and the commercial feel characterised by the rear elevation of Tesco Supermarket, the side elevation of the cinema theatre building opposite and the rear of the shop terraces to the east. The building form is likewise mixed in size bulk and form ranging from 2 storey terraces, 3 storey block of flats, the rear elevation of the Tesco Supermarket (being the equivalent of 3 stories in height) and the cinema theatre building that has a height of 4-6 stories. In addressing these characteristics the proposed development draws from the adjacent residential block of flats and reflects features such as roof styles and materials. This would ensure that the proposed building would suitably align with the design and appearance of nearby residential dwellings. The siting of the building would likewise reflect the siting of the adjacent residential block of flats to the west by providing ample space and setting around it.

Overall 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.

2) Residential Amenity

The siting of the building ensures that the building is more than ample set away from adjoining residential properties. The closest residential building is the block of flats located to the west, with a horizontal separation distance of in excess of 13 metres. Residential flats are located above the shops to the east, however are sited some 15 metres away. Specifically such offsets are considered adequate to avoid any detrimental impacts of visual bulk & loss of light being caused for these adjoining properties. Likewise the windows in the side elevations of the proposed building are limited to those serving kitchens and bathrooms, which further reduces the visual interface with adjoining properties and would not cause concern of overlooking. Residential properties fronting Nibthwaite Road are located further a field to the north, however as there would be a distance of 40.0 metres between the rear elevations of these properties and the proposed development there is no concern with respect of visual bulk, overlooking or loss of light.

3) Retail/ Employment Policies

UDP policy generally resists the loss of such land from the current use (B1, B2 or B8) to other uses. However given the residential character of Mead Road to the west and the potential impacts a continued commercial use could have on neighbouring amenity, residential redevelopment is not considered objectionable. 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.

Continued/...

4) Impact on Trees

The proposed development plan ensure that building works are sited away from the existing Willow and Sycamore that are located in close proximity to the western boundary of the site. An Arboricultural Statement submitted indicated that there would be no detrimental impact on either of these trees. As the existing willow is an important existing landscape features of the site, its retention will help to integrate the proposed development into the site more quickly.

5) Parking/ Highway Safety

It is considerer that the proposed on site parking would be to a reasonable level to adequately service the development, without proposing an excessive amount of hard surfacing around the perimeter of the building. Ample opportunity for aesthetic landscaping would be provided to the frontage of the site to soften the appearance of the parking bays proposed.

Additionally the site has good access to public transport facilities in the way of local bus networks and is in close proximity to the Harrow & Wealdstone Station and Harrow on the Hill Tube and Bus Transport Interchange. 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. 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.

6) Housing Provision and Need

Broad polices 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.

7) Consultation Responses

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

- *any new construction should be of similar volume to existing buildings on site ie: only single storey construction;*

The scale of the development in character with surrounding building and respectful of their scale;

- *area is already built up and should be built up further;*

Continued/...

Item 1/04 : P/2638/05/CFU continued/...

The proposal is considered to be to a reasonable scale that would not amount to an overdevelopment.

- *increase in noise pollution;*

It is considered that the residential use of the site would not result in unacceptable noise pollution.

- *no trees should be removed;*

Major trees within the vicinity of the proposal would not be detrimentally impacted by the development.

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.

CLOISTERS WOOD, (FORMERLY CLOISTERS WOOD FITNESS CLUB), WOOD LANE, STANMORE

1/05
P/1306/05/CFU/TEM
Ward: CANONS

CHANGE OF USE: LEISURE TO RELIGIOUS USES INCLUDING CONVERSION OF GARAGES TO CARETAKERS HOUSE. INCREASE HEIGHT OF SQUASH/FUNCTIONS BUILDING BY 1M, EXTERNAL ALTERATIONS, ADDITIONAL CAR PARK

ASK PLANNING for SHREE SWAMINARAYAN SATSANG

RECOMMENDATION

Plan Nos: 2005/364/P/01; 03; 04; 05; 06; 07; 08; 09; 10; 11; 12; 13; 14; SK/C1; C2, SP/854C.

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) of the date of the Committee decision on this application relating to:-
 - i) prior approval by the Local Planning Authority and implementation by the occupier of the development of a Travel Plan (to include an annual review) prior to commencement of the use.
 - ii) occupier of the development shall fund all costs of public consultation, analysis, reporting and implementation of local on-street waiting restrictions, at any time within 3 years of the commencement of the use, if in the Council's opinion, a monitoring period shows unacceptable local on street parking, up to a maximum amount of £15,000 index linked.
 - iii) parking within the site but outside the defined car parks shown on drawing SP/854c shall not be permitted without the prior approval of the Local Planning Authority and on no more than 6 occasions per year.
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):

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 Completed Development - Use
- 4 Disabled Access - Buildings

Continued/...

- 5 Landscape Management Plan (Delete “other than small, privately owned, domestic gardens”)
- 6 The uses hereby permitted shall not commence until the car parking, turning and loading area(s) shown on the approved plans 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 (with the exception of car park 3) 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.
- 7 Details of fencing around car park 3 shall be submitted to and approved by the Local Planning Authority, and implemented in accordance with the approved details before commencement of the uses hereby approved. The fencing shall be retained thereafter, unless agreed beforehand in writing by the Local Planning Authority.
REASON: To prevent the provision of parking outside the defined parking area, and to protect the characters of the Green Belt, Little Common Conservation Area, Area of Special Character and the setting of adjacent Listed Buildings.
- 8 The uses permitted shall not take place outside the hours of 07:00 and 24:00 hours.
REASON: To protect the character of the area and neighbouring amenity.
- 9 The premises shall be used only by Shree Swaminarayan Satsang for the purposes described in the Planning Appraisal which accompanies the application and as shown on drawings 2005/364/P/07 and 08, and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order (with or without modification)
REASON: To ensure that the premises are used in accordance with the purposes hereby permitted.

INFORMATIVES

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 Standard Informative 27 – Access for All
- 3 Standard Informative 35 – CDM Regulations 1994
- 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:
2004 Harrow Unitary Development Plan:
S1 The Form of Development and Pattern of Land Use
SEP5 Structural Features
SEP6 Areas of Special Character, Green Belt and Metropolitan Open Land
SD1 Quality of Design
SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

Continued/...

Item 1/05 – P/1306/05/CFU continued.....

ST1	Land Uses and the Transport Network
SR1	Open Air Leisure and Sporting Activities
SC1	Provision of Community Services
EP28	Conserving and Enhancing Biodiversity
EP31	Areas of Special Character
EP32	Green Belt - Acceptable Land Uses
EP33	Development in the Green Belt
EP37	Re-Use of Existing Buildings in the Green Belt
D4	Standard of Design and Layout
D11	Statutorily Listed Buildings
D14	Conservation Areas
D15	Extensions and Alterations in Conservation Areas
T6	The Transport Impact of Development Proposals
T13	Parking Standards
R4	Outdoor Sports Facilities
C2	Provision of Social and Community Facilities
C10	Community Buildings and Places of Worship
C11	Ethnic Communities
C16	Access to Buildings and Public Spaces

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Provision of Community Services (S1, SC1, C2, C10, C11)
 - 2) Green Belt Issues (SEP5, SEP6, EP34, EP37)
 - 3) Character of Area of Special Character (SEP5, SEP6, EP31)
 - 4) Character of Conservation Area and Appearance of Character (SD1, SD2, D4, D14, D15)
 - 5) Impact on the Character and Setting of the Listed Buildings (SD2, D11)
 - 6) Impact on Site of Nature Conservation Interest (SEP6, EP28)
 - 7) Loss of Recreational Facilities (SR1, R4)
 - 8) Traffic Impact (ST1, T6)
 - 9) Parking (T13)
 - 10) Impact on Neighbouring Uses (SD1, C10)
 - 11) Consultation Responses
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INFORMATION

This application was deferred from the meeting of 9th November 2005:

- 1) to enable an independent traffic impact assessment to be commissioned; and
- 2) for officers to notify a wider area in respect of which 359 additional addresses have been notified and responses will be reported at the meeting.

In respect of 1) Members have received a copy of the independent traffic impact assessment which was published in November 2005 and includes an appraisal of this application. The traffic impact section of the report to the Committee on 9th November 2005 has been expanded in this report to discuss the issue in more detail, and the section on Parking has an additional final sentence.

Continued/...

a) Summary

Area of Special Character:

Conservation Area: Little Common, Stanmore

Grade II Listed Buildings

TPO

Car Parking

Standard: 116 - 232
Justified: See report
Provided: 120 approx.

Site Area: 6.95ha.

Council Interest: None

b) Site Description

- large site on south side of Wood Lane close to junction with Warren Lane, grounds extending to Dennis Lane to the west
- within Harrow Weald Ridge Area of Special Character
- northern part within Little Common Conservation Area
- occupied by leisure and fitness club, vacant for several years
- buildings concentrated along Wood Lane frontage
- comprise main squash courts/function room building (2-storeys) plus single storey changing accommodation, gymnasium, restaurant, open-air pool
- Garden Cottage within grounds is Grade II listed
- other pre 1948 buildings listed by virtue of attachment or location within curtilage
- main car park 1 (41 spaces) adjacent to Wood Lane, additional car park 2 to south (37 spaces) with overspill parking, car park 3, beyond at lower level behind adjacent religious centre (approx 50 spaces)
- open-air tennis courts, landscaped grounds plus woodland and open land beyond buildings within Site of Nature Conservation Interest
- land within Wood Farm to east
- Stanmore Country Park to south
- religious centre to west

bb) Listed Building Description

Garden Cottage:

- circa 1840, faces away from road
- long 2-storey, 5 casement windows, fourth in gabled projecting wing
- round headed
- door in second bay with blind window over
- band at first storey
- slate roof

Boundary Wall:

- mid C19
- yellow stock brick wall, 11ft high, stone coping, about 360ft. long

Continued/...

c) Proposal Details

- change of use of site from leisure to religious uses (Class D2 to D1) to include following functions:
prayer halls; other religious events; youth activities (including cultural and religious teachings, careers advice, social discussions, meeting place); crèche; pre-school education; sports and related activities; family events; activities for elderly and disabled persons; music, language and IT classes
- specific functions proposed at this stage only for main squash courts building which would contain prayer halls, 2 classrooms, playroom, office, 2 saints rooms, priests bedroom and ancillary accommodation on ground floor, with function hall (with stage), dining room, kitchen and ancillary accommodation on first floor
- 1m increase in height of this building proposed, (currently under construction) retaining flat roof, with alterations to external staircases, fenestration, entrances, infilling of recess
- conversion of pair of garages between car parks 1 and 2 to provide caretakers flat containing bedroom, living room/kitchen, bathroom, involving external alterations and increase in height of building from 2.3m to 2.8m
- formal use of existing overspill car park behind adjacent religious centre with approximately 50 spaces to support use
- application accompanied by Planning Appraisal, supporting Statement on Transport, Travel Plan

d) Relevant History

LBH/4249/1	Use of land as sports club with erection of 7 squash courts & ancillary accommodation, demolition & reconstruction of part of boundary wall to provide new vehicle access to Wood Lane & construction of car parking	GRANTED 21-OCT-77
LBH/4249/2	Details pursuant to planning permission LBH/4249/1	GRANTED 06-JAN-78
LBH/38355	Alterations, new covered swimming pool & covered link, first floor covered patio, reform entrance steps and use of squash court for staff accommodation and ancillary purposes (Partly Implemented)	GRANTED 17-AUG-89
LBH/44981	Leisure Development – golf course, stables, hotel and extensions to existing club, car parking, country park and visitor centre (including Wood Farm)	REFUSED 09-MAR-93

Continued/...

Item 1/05 – P/1306/05/CFU continued.....

Reasons for refusal:

- “1. The proposals would represent an over intensive use of the site resulting in overdevelopment within the Green Belt.
2. The proposed hotel is inappropriate development in the Green Belt and very special circumstances to justify it being allowed in the Green Belt have not been demonstrated to the satisfaction of the Local Planning Authority.
3. The hotel building and associated car parking would be of excessive scale, contrary to the Council’s policies and detrimental to the Area of Special Character, the Green Belt and the Conservation Area.
4. The proposed hotel would have an adverse impact on the setting of Garden Cottage, a Listed Building.”

LBH/44980	Listed Building	Consent:	REFUSED
	Alterations/extensions for club, new hotel and golf course	for ancillary facilities	09-MAR-93

Reason for refusal:

“The proposed covered way would be premature in the absence of acceptable associated redevelopment proposals.”

P/2716/03/CFU	Refurbishment of Garden Cottage as dwelling, demolition of all other buildings, 3 x 3 storey buildings to provide 15 flats, basement parking, detached dwelling, 2 detached garages, alterations to boundary wall	WITHDRAWN
P/2715/03/CLB	Listed Building Consent: Internal & external alterations to Garden Cottage & demolition of curtilage listed structures	17-MAY-04
P/2714/03/CCA	Conservation Area Consent: Demolition of all buildings apart from listed building, 'Garden Cottage'.	WITHDRAWN 17-MAY-04
P/754/05/CFU	Provision of new gates across entrance in Wood Lane	SEE AGENDA ITEM 2/04

Continued/...

e) Applicant's Statement

- Planning Appraisal contains Sections on the Premises and the Surrounding Area, The Planning History of the Application Site, The Proposals, Hinduism, Policy Considerations, Comparative Analysis between the Lawful Use and the Proposed Use by examining the Characteristics of Both, Conclusion
- Extracts from Comparative Analysis as follows:
 - leisure use was used intensively throughout daytimes and late into the evenings
 - use attracted large number of people arriving at various times and staying for a short period, thus generating considerable traffic movement into and out of the premises and producing significant demand for off-street parking
- adequate parking on site for proposed use, level of vehicle movements reduced compared with previous use
- duration of stay by proposed visitors no longer than patrons of recreational use
- extracts from Conclusion
- number of visitors to proposed use would be less than membership of previous recreational use
- proposed Temple represents a more tranquil use by a community which is highly represented in Harrow
- previous use generated more traffic movement, placed further demands on car parking and road network than proposed use due to short-term nature of visitors to sports use compared with smaller numbers, less frequent and longer stay visitations to proposed use
- Applicant's intent on refurbishing and reinstating listed Garden Cottage, and will be subject of listed building application and planning application for ancillary use
- comparative analysis shows undisputed advantage offered by proposed use for a site in Green Belt, Conservation Area, Area of Special Character, Site of Nature Conservation interest and containing Listed Buildings
- analysis proves that proposed change of use will be beneficial to area and will not cause harm to interests of acknowledged importance

- Supporting Statement on Transport: Conclusions
- local highway network considered suitable for proposed development, particularly in consideration of previous development on the site
- local highway and footway networks are suitable and provide easy access to local public transport services
- proposed use likely to generate less traffic than previous use
- existing provision of approximately 80 parking spaces should be generally sufficient for majority of usual religious events, while overflow car park will support major events such as large weekend weddings

Continued/...

• Schedule of Activity

Day	Function	Starting	Finishing	Hall Use	Number Attending
Monday – Friday	Prayer	9.00am	11.00am	Prayer Hall	100*
	Prayer	7.00pm	9.30pm	Prayer Hall	150*
	Function Hall	7.00pm	Evening	Building 1	200-250*

- Notes:**
- * Please note that the number stated is the total flow of people during this time period, not at any one time.
 - ** Function Hall to be used for small parties/functions and the anticipated users is based on bookings and the numbers can be between 50-250.

Other activities will take place in building 5 for members who attend the prayers, during prayer times stated above.
 Minor activities will take place during the course of the day, where small number of participants are anticipated.

Day	Function	Starting	Finishing	Hall Use	Number Attending
Saturday	Prayer	9.00am	11.00am	Prayer Hall	100*
		7.00pm	9.30pm	Prayer Hall	150*
	Function Hall	7.00pm	Evening	Building 1	300-400*
	Function Hall	11.00am	6.00pm	Building 5	100-200**
Sunday	Prayer	9.00am	11.00am	Prayer Hall	100*
		7.00pm	9.30pm	Prayer Hall	200*
	Function Hall	2.00pm	Evening	Building 1	400-500*
	Function Hall	11.00am	6.00pm	Building 5	100-200**

- Notes:**
- * Please note that the number stated is the total flow of people during this time period, not at any one time.
 - ** Functions held in building 5 will only take place for 2-3 hours, the remaining time is used for preparation
 - ** Function Hall to be used for small parties/functions and the anticipated users is based on bookings and the numbers can be between 100-500. Based on bookings please note the hall will be used by the temple occasional.

Occasionally:

Continued/...

Item 1/05 – P/1306/05/CFU continued.....

Main Festivals: On main festival there will be an ongoing flow of members throughout the day in which the over flow car park will be in use when needed.

f) Consultations

CAAC: There is no character to the proposal, with a worrying lack of detail shown on the plans for a change of use scheme. It is not clear how the proposal would respect the surrounding historic buildings (such as Springbok House) and landscaping.

The key concerns regard the potential traffic impact on Wood Lane and the impact of the large car park at the rear. It is not clear whether this car park (to house 500 cars) would be tarmaced and how the surrounding landscape would be treated. In addition to these concerns, the garage conversion to a caretaker's house is poorly designed and the building would still look like a garage. The plans also show insufficient detail on how "Building 1" would be extended by 1m in height.

Any proposal on this site should enhance the character of the conservation area and should include a schedule of repairs and refurbishment to the existing structures. A development envelope could be needed around the site, and a development plan for both sites (Springbok House and Cloisters Wood) would be beneficial.

TWU: No Objection
Environment Agency: Unable to respond

Advertisements	Major Development) Expiry
	Setting of Listed Building) 21-JUL-05
	Character/Appearance of Conservation Area)

1st Notifications	Sent	Replies	Expiry
	37	18 + petition of	04-JUL-05
		8 signatures	

2nd Notification	Sent	Replies:	Expiry:
	359	Awaited	27-DEC-05

Continued/...

Summary of Responses: Existing traffic problems will be compounded, not appropriate Green Belt use by virtue of level of activity, vehicle movements, and presence of adjacent Mosque, increased traffic flows, no details of proposals for or impact on listed building, no assessment by applicant of impact on conservation area or nature conservation, insufficient parking, harm to character of area, traffic congestion, noise, disturbance, pollution, loss of trees, strain on local services, harm to character of Little Common, local roads unsuitable for proposed traffic, not accessible location for proposed use, over intensive use, should be reduced in scale, on-street parking restrictions should be introduced, ecology will be eroded, increase in height of squash building contrary to Green Belt policy, proposed caretakers house detrimental to neighbouring privacy and setting of listed building, recreational use should be retained, appropriate non-private care measures not proposed, on-street parking, proposal contrary to Policy C10 by not having range of transport options, detrimental to neighbouring occupiers, catchment population not demonstrated to be nearby, would create pressures and tensions by locating Hindu temple next to Muslim Community Centre, Transport Statement flawed, proposed use of site would be economically untenable, other proposals in area will exacerbate existing traffic problems, parking on field would adversely affect Green Belt and should not be permitted, evidence of marketing for continued recreational use should be provided, legal agreement should prevent applicants from applying for any further built development on the site to prevent gradual and creeping further development.

APPRAISAL

1) Provision of Community Services

Relevant policies in the UDP generally encourage the provision of new community facilities in the Borough, including places of worship to serve the needs of different ethnic communities in the Borough. Policy C10 sets out criteria to be assessed in considering new proposals for such facilities. In relation to (A) the applicants currently occupy premises in Buckingham Road, Edgware. These are within the Borough and are located some 3km from the application site, which can therefore be regarded as within its catchment population.

2) Green Belt Issues

Policy EP37 relates to the re-use of existing buildings in the Green Belt, as proposed here, and sets out 4 criteria for consideration in assessing relevant applications.

A) No buildings on the site have been erected under Permitted Development powers within the last 4 years.

B) While the proposed works to increase by 1m the height of the main building would reduce openness at upper levels, this would be only marginal, and given the size of the site would not be obtrusive or detrimental to Green Belt character. Nor would the 500mm increase in the height of the garages as part of their conversion to a caretakers flat be harmful to the appearance or amenity of the Green Belt.

Continued/...

- C) The only 2 buildings on the site for which works are proposed are the main building and the garages. Other buildings are generally of permanent and substantial construction and can be re-used without major or complete reconstruction.
- D) Permitted Development rights do not exist for the proposed use.

Policy EP37 also refers to the need to consider additional criteria which are contained in Policy EP34, viz:

- A) This has been discussed under EP37 (B) above.
- B) Not relevant here
- C) The reduction of existing environmental problems on the site by the extension of buildings is not applicable.

PPG2 (Green Belts) points out in para. 3.7 that with suitable safeguards the re-use of buildings should not prejudice the openness of Green Belts since the buildings are already there. It further states that the alternative to re-use may be a building that is left vacant and prone to vandalism and dereliction.

In para. 3.8 it states that the re-use of buildings inside a Green Belt is not inappropriate development provided a number of criteria are met.

Criterion (a) corresponds with criterion (B) of EP37 and is discussed above. Criterion (b) requires strict control over the extension of re-used buildings (criterion D of EP37), and over any associated uses of land surrounding buildings on the site. In this case, this relates to proposed car park 3 behind the adjacent Mosque site. It is clear by the presence of informal gravel hardsurfacing that this area was used for parking by the Leisure Club, albeit that no formal planning permission was granted for such use. In fact, evidence supplied by the applicant suggests that parking took place over a wider area of land than is currently proposed, although the frequency of such use is not known. It is considered that the area proposed for parking satisfactorily corresponds with the hardsurfaced area. This area, being the furthest of the 3 car parks from buildings on the site, can be expected to be used only when the other 2 car parks are full, and in these circumstances it is reasonable for the car park to be unmarked and surfaced with a form of gravel. Such a surface by virtue of its appearance and the extent of site coverage is not considered to be harmful to Green Belt character.

In order to accommodate larger gatherings (to be limited to 6 per year) it is suggested that some parking be allowed on the adjacent field in order to prevent on-street parking. This sporadic parking would not prejudice Green Belt character.

Levels of activity within the Green Belt are also relevant to this criterion. Given, however, the previous recreational use of the site, particularly in relation to the main building which contained 5 function halls, it is considered that these proposals would not give rise to an excessive increase in activity which would be harmful to the character of the Green Belt. Criterion (c) corresponds with (C) of EP37 and is discussed above.

Continued/...

Criterion (d) requires the form, bulk and general design of buildings to be in keeping with their surroundings. All buildings of any size on the site, with the exception of the main squash court building, by virtue of their design and scale are in sympathy with the rural character of the area. As previously stated, the proposed vertical extensions to the garages and main building would not be excessive in relation to the scale of the existing buildings. A condition regarding enclosure of the area is suggested to prevent uncontrolled parking in the adjacent field.

Given the above considerations it is suggested that an acceptable impact on Green Belt character would be provided.

3) Character of Area of Special Character

The proposed modest increases to the 2 buildings as previously described would not be obtrusive against the skyline. The loss of a small area of field for car parking can be accepted given the overall size of the site.

4) Character of Conservation Area and Appearance of Area

In assessing the character of the site, it is useful to establish a brief history of the site and its local context.

The site is part of the former Warren House Estate, now known as Springbok House, and the estate's home farm was located where the health club is now. The land was originally owned by the Duke of Chandos but was sold to James Forbes, along with the Stanmore Hall site, in 1780. He created ornate gardens in the grounds. Clara Bischofsheim owned the house and estate in the late 1800s. She was a keen gardener particularly of orchids, carnations and shrubs and she employed a Head Gardener, Mr. Michael Gleeson, who lived at Garden Cottage between 1893-1903. Michael Gleeson was an expert in Jersey cattle and developed the Warren House Farm's stock. A model farm was set up by Gleeson. Model Farms were designed to use new machinery with a new understanding of farming methods in order to have the best production and more healthy and hygienic farms. They were laid out in a courtyard plan which was considered the ideal. The 1896 Ordnance Survey extract shows the arrangement of Garden Cottage and its attached long narrow building, the adjacent long narrow building fronting Wood Lane and the narrow building forming the southern side of the courtyard.

After Clara Bischofsheim's death in 1922, her estate passed to Sir John Fitzgerald, her grandson. He too was a keen agriculturalist and he set up a herd of Kerry cows. The Warren House farm was one of the largest dairy farms in Middlesex and was prized for its modern farming methods. A quote in the local paper from the 1920s from Sir John describes how the milk was not touched by hand from the cow to the bottle.

Continued/...

The history has shaped the built form and therefore the character of the conservation area. The very high walls around the site reflect its ties to the main house as part of the estate. In addition, the site reflects a common trend in the conservation area of a few, very large estate houses, such as Stanmore Hall and Hill House, which were surrounded by smaller separate cottages where the workers within the houses lived. The older buildings on the site still reflect the dual role of this site as both a home farm to the main house, and as the gardeners' quarters. Garden Cottage is an attractive house, built to be close to the gardens and agricultural buildings on the site. It forms a pleasant group. The other older buildings are still grouped around the courtyard and are single storey, simple agricultural buildings. Although much altered as a result of their current use they still retain their low-key agricultural character. The conservation area has a semi-rural character, with the open common lands by the ponds and open fields further along Wood Lane. Although the high wall to the site means that open views are not afforded from the street, the openness within the site and low level buildings is still very much part of the character of the area.

One advantage of this proposal is that the existing configuration of buildings would be retained, to the benefit of the historical context of the site and thereby the character of the Conservation Area.

Although the main building does not make a positive contribution to the area, the increase in height of 1m would not be of such a scale to warrant refusal on grounds of harm to the character of the Conservation Area. Nor would the increase in the height of the garages be objectionable in Conservation Area terms.

With regard to car park 3, the use of an appropriate material e.g. gravel would be acceptable in this location and preserve the character of the Conservation Area.

5) Impact on the Character and Setting of the Listed Buildings

The individually listed buildings on the site are Garden Cottage and the boundary wall but any building which is physically attached to a listed building, regardless of age, is regarded as being listed too, so both the long structures fronting Wood Lane are listed by attachment to Garden Cottage or the wall. Any structure within the curtilage of an individually listed building which forms part of the land and has done so since before 1st July 1948 is regarded as a listed building. Therefore, the buildings which pre-date 1948 are considered to be curtilage listed.

The main building is located about 10m from Garden Cottage and within 5/7m of the listed wall. The proposed 1m increase in height would take the building to a total height of some 7m. However, its true height in relation to the adjacent structures would be some 6m as its ground floor has been built 1m below the surrounding ground level.

It is not therefore considered that the resultant building height would be harmful to the setting and character of the adjacent listed buildings.

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6) Impact on Site of Nature Conservation Interest

With the exception of the new car park, no proposals are made which have implications for the SNCI. As previously stated, a condition requiring fencing around the car park is suggested in order to prevent unrestricted parking on the adjacent field. A condition requiring the provision of a Landscape Management Plan is also suggested to ensure that a suitable plan for the area is put in place.

7) Loss of Recreational Facilities

The thrust of recreational policy in the HUDP is that existing facilities should be retained and proved not to be viable before considering a loss of facilities.

In this case it is acknowledged that the premises have been vacant for some 5 years at least.

The applicant has not provided evidence of marketing for continued recreational use. However, the somewhat remote location and increased provision of new recreational/fitness facilities in town centres in recent years must mean that the likelihood of a resumption of a recreational use for the site must be questionable.

Given also that some recreational activity is proposed in this application it is suggested that no objection is raised in recreational policy terms.

8) Traffic Impact

As traffic figures are not directly available for the previous sports/leisure use of the site, a nationally recognized travel/trip generation (TRICS) database has been interrogated which gives indicative traffic flow levels for a comparable sports/leisure facility elsewhere in London.

When a comparison is undertaken with the traffic generation from this previous use the expected generation for such a site at peak hour periods is approximately 50 vehicles entering and leaving the site. The total daily two way movement would be in the order of 500 vehicles.

As members are aware transport assessments consider the worst case scenario for the local road network. In nearly all cases this will be during the morning or evening peak period during the working week when the road network is exhibiting its maximum flows.

It follows that a new development will potentially have the maximum detrimental traffic impact during this period.

Continued/...

The submitted schedule of weekday activities by the applicant is as follows:-

Day	Function	Starting	Finishing	Hall Use	Number Attending
Monday – Friday	Prayer	9.00am	11.00am	Prayer Hall	100*
	Prayer	7.00pm	9.30pm	Prayer Hall	150*
	Function Hall	7.00pm	Evening	Building 1	200-250*

Notes: * The number stated is the total flow of people during this time period, not at any one time.

** Function Hall to be used for small parties/functions and the anticipated users is based on bookings and the numbers can be between 50-250.

Other activities will take place in building 5 for members who attend the prayers, during prayer times stated above.

Minor activities will take place during the course of the day, where small number of participants are anticipated.

Weekday traffic movements (Monday to Friday)

As indicated above this application does not measurably impinge on either the morning or evening peak hour period as functions in the prayer hall are of a staggered nature during the 9am to 11am and 7pm to 9.30pm periods. The same applies to the function hall which operates from 7pm onwards. The predicted numbers of attendees is considered realistic and an effective application of the submitted travel plan will assist in assuring that car journeys are kept to a minimum.

The submitted schedule of weekend activities by the applicant is as follows:-

Day	Function	Starting	Finishing	Hall Use	Number Attending
Saturday	Prayer	9.00am	11.00am	Prayer Hall	100*
		7.00pm	9.30pm	Prayer Hall	150*
	Function Hall	7.00pm	Evening	Building 1	300-400*
	Function Hall	11.00am	6.00pm	Building 5	100-200**
Sunday	Prayer	9.00am	11.00am	Prayer Hall	100*
		7.00pm	9.30pm	Prayer Hall	200*
	Function Hall	2.00pm	Evening	Building 1	400-500*
	Function Hall	11.00am	6.00pm	Building 5	100-200**

Continued/...

Item 1/05 – P/1306/05/CFU continued.....

- Notes: *
- * The number stated is the total flow of people during this time period, not at any one time.
 - ** Functions held in building 5 will only take place for 2-3 hours, the remaining time is used for preparation
 - ** Function Hall to be used for small parties/functions and the anticipated users is based on bookings and the numbers can be between 100-500. Based on bookings please note the hall will be used by the temple occasional.

Weekend traffic movements (Saturday and Sunday)

The prayer functions are attended by a similar number of attendees as during the weekday and due to the lack of a weekend 'peak' period will not significantly contribute to traffic generated on the highway network. The predicted number of attendees to the function hall does however increase as compared to the weekday operation on both Saturday and Sunday. These are predicted peak attendance figures during festivals, weddings etc and therefore attendance figures are likely to be lower than stated however although there is no 'peak' period during the weekend it is considered necessary to ensure that a robust travel plan is in place to ensure car sharing is applied to its fullest extent so as to minimize car use during peak attendance.

The Travel Plan

The proposed travel plan initiatives are :-

1) Car Sharing Scheme

This would be promoted by a website and telephone centre to enable users to find companions with whom to share the journey as well as travel costs.

Promotion would also be undertaken through promotional leaflets, 'word of mouth' and information notice boards around the site.

2) Public transport

The use of public transport would be encouraged by displaying public transport information on a websites and by way of information notice boards on site.
A private mini bus would also provided for certain functions.

3) Cycling and walking

This would be encouraged in the same manner as in 1) and 2) above.

Continued/...

Implementation and Monitoring

A Travel plan co-ordinator would be appointed by the applicant to oversee the process of implementation, monitoring and review of the travel plan.

As car sharing is considered as being the most prominent means of reducing car use. A 50% car share target to be achieved in six months would be set.

Summary

Although the total daily traffic generation is likely to exceed the previous levels generated by the leisure use, the proposal is considered acceptable as predicted traffic movements are distributed during off peak periods therefore the existing highway network has the capacity to accommodate this additional traffic without detrimental impact to the local road network. This is further substantiated by the submitted travel plan which sets a target of 50% for car sharing which should significantly reduce car usage to and from the site.

Members are in possession of a report that was commissioned by the Council to take an overview of the cumulative traffic generation from past and future developments in the Stanmore area. The consultants verify that the development proposal will have no measurable impact on the local road network owing to its traffic movements being concentrated during off peak periods.

9) Parking

A total of about 120 parking spaces would be provided on site. This assumes that no regular overflow parking would result on the open grassed areas of the site which is to be avoided on green belt/conservation area grounds.

In accordance with the schedule of activities submitted as part of the Transport Statement it is indicated that on Saturday from 7pm onwards the function hall will be utilised by up to 400 persons. This increases to 500 on Sunday (2pm onwards) and levels off to 250 during weekdays (7pm onwards).

These figures exclude other concurrent activities on the site.

It is therefore considered that even if a 50% car sharing can be achieved some overflow parking may well occur in Wood Lane and Warren Lane to the detriment of traffic flow and road safety.

This issue can be mitigated by the introduction of waiting restrictions on the local highway network which would need to extend over a wide area to limit any displacement of parking problems. A sum of £15,000 would be secured from the application for this purpose under a legal agreement.

Continued/...

Members are advised that if parking problems result and waiting restrictions are introduced this would be a further encouragement for patrons to car share or use alternative modes of transport.

10) Impact on Neighbouring Uses

11) Consultation Responses

- Noise, disturbance, pollution - it is not considered that the proposed use would increase levels of noise, disturbance and pollution in comparison with the extant leisure use for the site
- No details of proposals for listed buildings - Any physical works to listed buildings would require listed building consent and control can be exercised at that time
- Proposed caretakers house detrimental to neighbouring privacy and setting of listed buildings - The structure is separated from the adjacent site by a wall so that no harm to neighbouring privacy would result. The modest proposed increases in the size of the building would not adversely affect listed buildings settings as they are sited at least 20m away.
- Would create tensions and pressures by locating Hindu temple next to Muslim community centre: - Policy C10 is generally supportive of the retention of existing and provision of new community facilities and places of worship and Policy C11 stresses the importance of the Council seeking to address the diverse planning requirements of all ethnic communities in the Borough.
- Proposed use of site would economically untenable: - This is not a material planning consideration.
- Legal agreement should prevent applicants from applying for any further built development on the site to prevent gradual and creeping development: - This would not be acceptable in legal terms as it would seek to deny the applicants their legal right to make further planning applications.
- Other issues discussed in 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.

TRINITY CHURCH HARROW, 89 HINDES ROAD

1/06
P/2543/05/CFU/RJS
Ward: Greenhill

REDEVELOPMENT OF CHURCH HALL TO PROVIDE
NEW CHURCH HALL AND ANCILLARY FACILITIES

JBKS ARCHITECTS for TRINITY CHURCH HARROW

RECOMMENDATION

Plan Nos: TRI/110 to 116 inclusive, & TRI/ 122 to 127 inclusive

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

- 1 The demolition of the church hall would be inappropriate and detrimental to the appearance and character of the streetscape as it provides a positive contribution to the character of the locality.
- 2 The proposed building by unsatisfactory design and appearance and reason of excessive size & bulk would be visually obtrusive, would be out of character with neighbouring properties and the church and would not respect the scale and massing of those buildings, to the detriment of the visual amenities of the streetscape and the character of wider locality.
- 3 The proposed parking layout would require the removal of a tree and would cause detrimental impacts for the remaining trees located along the frontage of the property, which represent an important amenity feature and landscape value and if removed would be detrimental to the character and appearance of the locality.

INFORMATIVES:

- 1 **INFORMATIVE:**
The following policies in the Harrow Unitary Development Plan are relevant to this decision:
SEP5 Structural Features
SD1 Quality of Design
D4 Standard of Design and Layout
D9 Streetside Greenness and Forecourt Greenery
D10 Trees and New Development
T13 Parking Standards
R10 Arts, Culture and Entertainment
C10 Community Buildings and Places of Worship
C16 Access to Buildings and Public Spaces

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) History of Site & Character of Area (SEP5, SD1, D4, D9, C10)
- 2) Site Layout & Neighbouring Amenity (D4, C10, C16)
- 3) Impact on Trees (SEP5, D9, D10)
- 4) Parking/ Highway Safety (T13)
- 5) Consultation Responses

INFORMATION

a) Summary

Adopted 2004 UDP Key Policies:	SEP5, SD1, D4, D9, D10, T13, R10, C10, C16
Area of Special Character:	
Listed Building:	no
Conservation Area:	no
Town Centre	no
Car Parking	Required: to be assessed on merit Justified: existing parking area retained with an additional 5/6 spaces to Hindes Road Provided: existing parking area retained with an additional 5/6 spaces to Hindes Road
Site Area:	0.25 ha
Council Interest:	None

b) Site Description

- Trinity Church is located on the prominent corner site of Hindes Road and Radnor Road;
- Buildings on site consist of the present church, sited to the main corner of the property, and the adjacent linked hall building that fronts Hindes Road. It is noted that the current hall formed the original church on the site. The hall is internally linked to the present church. A series of extensions and alterations have been made to the rear of church hall, including a part single, part two storey extension;
- The existing hall building is sited 1 metre from the northern boundary and 3-6 metres from the western boundary;
- The present church is larger and more prominent than the original church. The main buildings are constructed with brown face brickwork, whilst the windows and doors are lined with a unique cream stone finishing;
- A low brick wall located around the frontage of the site, with significant trees and aesthetic landscaping provide a high level of visual amenity to both Hindes and Radnor Road frontages;
- The site abuts residential properties to the north, south and east, and a Quainton Hall School to the west;

Continued/...

Item 1/06 : P/2543/05/CFU continued/...

- The character of the residential properties consist of two storey semi detached and terraced dwellings. Common materials consist of red brick/ render facades and red tiled roof;
- The Quanton Hall School building is a two storey building that extends into the depth of its property, with the school building abutting the full length of the western boundary of the subject site;
- Windows of the school building at both ground and upper floor face out over the existing church hall;
- Site is located within a CPZ;

c) Proposal Details

- Demolition of all the existing Church Hall and all associated buildings, whilst retaining the present church;
- Redevelopment of a new hall building that would be attached to and linked with the present Church building. There would be a separation distance of 3.0 metres between the present church and the main bulk of the proposed building, however the two structures would be formally connected at ground level by a single storey flat roofed link;
- The proposed hall would expand on the footprint of the existing buildings to be demolished. The current open space area located at the entrance of the Church along Hindes Road would be infilled. Likewise the proposed building would reduce the setbacks along the northern boundary (0.3-0.7 metres) and the western boundary (2.5-6 metres);
- To the streetscape the building would present as single storey structure with a large and dominant expanse of roof. The extent of the roof would accommodate a double ceiling height for the hall located to the front of the building, whilst upper floor accommodation within the roof would be provided to the rear section of the building;
- Broadly the proposed building would accommodate a hall, kitchen facilities, entrance lobby, activity rooms, meeting rooms, offices, lounge, toilet facilities & storage areas;
- A circular driveway arrangement is proposed to be located along Hindes Road to the front of the hall building. Additional on site parking would be located along this driveway, adjacent to a number of trees located along the front boundary;
- The current entrance/ link building located between the present church and the hall was developed on site in 1992. Part of that development removed the original entrance of the present church (formerly located in the elevation facing Hindes Road). Via this application the original entrance is proposed to be reinstated.

d) Applicants Statement

- A lengthy statement has been submitted with the application details.

Continued/...

The interest of the church hall building lies purely with the front portion, whilst later additions and alterations are considered to be of no architectural merit. As such there would be no concern regarding the demolition of these later elements, however concern would be raised with respect of the demolition of the original 1910 part of the building.

With respect of the broad policy framework, the HUDP at Policy C10, states that: *"The council will seek to maintain and retain existing premises used by the community or **religious groups** in the borough. In considering proposals for new facilities, the council will ensure that the proposed development has no significant adverse impact on neighbouring properties **and does not detract from the visual amenity of the area**"* (my emphasis highlighted). The HUDP also states at Policy D4 that the: *"Council will expect a high standard of design and layout in all development proposals."*

It is considered that the proposed design of the new development would detract from the visual amenity of the area. The design in terms of its bulk, scale and character would be out of character and inappropriate in relation to the existing church and the buildings adjoining the site. Essentially buildings should respect the form, massing, composition, proportion, and materials of the surrounding area. Specifically the bulkiness of the new Church hall would have a detrimental impact on the setting of the Church itself as well as on the wider street scene. The solid large expanse of roof would only add to the appearance of its bulk. The building would be overly large and bulky, it is considered to be out of proportion and its massing would not reflect either the more interesting articulated facades of the existing hall and Church, or the rhythm of the residential buildings along the street.

Additionally, the proposed building would be more exposed to the streetscape by virtue of the proposed on site access and parking bays located to the Hindes Road frontage. This layout would create the loss of incidental landscaping opportunities and would only serve to highlight the mass and bulk of the roof.

As such the demolition of the existing buildings would be inappropriate and detrimental to the appearance and character of the streetscape as the existing buildings provide a positive contribution to the character of the locality. Furthermore, whilst the proposed building by reason of excessive size & bulk would be visually obtrusive, would be out of character with neighbouring properties and the church, and would not respect the scale and massing of those buildings, to the detriment of the visual amenities of the streetscape and the character of wider locality.

2. Site Layout & Neighbouring Amenity

The proposed building would broadly follow the footprint of the existing buildings to be demolished, however would slightly decrease the setbacks to the north and west boundaries, whilst infilling the current open space area located at the entrance of the Church along Hindes Road. The layout of the proposed building would feature door opening out into the setback area along the western boundary in order to make better use of the space to the side of the building.

Continued/...

With respect of the interface with adjoining neighbours to the north and west, the scale & siting of the proposed building is similar to that of the existing building. Therefore no concern is raised with respect of detrimental impacts being caused for these adjoining properties.

3. Impact on Trees

The existing trees to the frontages of the site are considered to be a valuable amenity feature in the street scene of Hindes Road. The proposal for the new driveway access and associated parking bays to the front of the new hall building would require the removal of 1 tree whilst would put pressure on the remaining trees. Specifically the parking bays would be hard surfaced and may sever the roots of the trees. Furthermore by locating the parking bays under the canopy lines of the trees, this would be cause for conflict given the trees would be likely to drop leaves/ sap/ braches on vehicles and therefore cause pressure for the trees to be significantly pruned back or removed altogether.

4. Parking/ Highway Safety

It is considerer that the proposed on site parking would be to a reasonable level to adequately service the development. However concern is still raised with respect of the loss aesthetic landscaping if additional parking is provided to the frontage of the proposed building. Nevertheless with the sites proximity to Harrow on the Hill Tube and Bus Transport Interchange, it is considered that a redevelopment of the hall could be accommodated without providing additional parking on site, and therefore the area to the front of the existing hall could be maintained purely for aesthetic landscaping.

5. Consultation Responses

Addressed within the report.

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.

SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

CANONS COURT, STONEGROVE, EDGWARE

2/01

P/2291/05/CFU/RJS

Ward: Canons

ADDITIONAL ACCOMMODATION AT 3RD AND 4TH LEVEL
FOR 9 FLATS WITH NEW STAIRCASE AND REVISED
PARKING

LANGLEY HALL ASSOCIATES LTD for BEAVER
INVESTMENTS LTD

RECOMMENDATION

Plan Nos: 1830-01, 1830-02 Rev B, 1830-03 Rev D, 1830-04 Rev C

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 – Three Years
- 2 Materials to be Approved
- 3 Levels to be Approved
- 4 Landscaping to be Approved
- 5 Landscaping to be Implemented
- 6 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment including retaining walls to be erected has been submitted to, and approved in writing by, the local planning authority.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality
- 7 No development shall take place until further details and samples of the materials to be used for the new staircase have been submitted to, and approved in writing by, the local planning authority.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality
- 8 The development hereby permitted shall not be occupied until the car parking and turning area(s) shown on the approved plan number 1830-02 Rev A 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.

Continued/...

9 Refuse Arrangements – Buildings

10 The development hereby permitted shall not be occupied until further details of the screening to the rear of the roof terraces and the rear balcony access have been submitted to and approved in writing by the Local Planning Authority and shall thereafter be retained.

REASON: In the interests of residential amenity

11 The roof area over the central part of the building at 4th floor level and the roof area to the north of the third floor penthouse shall only be used as a means of escape and not as a balcony, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

REASON: In the interests of residential amenity

12 Development shall not begin until a scheme of sound insulation between the new and existing flats has been submitted to and approved in writing by the Local Planning Authority and all works which form a part of the scheme shall be completed before any of the flats are occupied.

13 Completed Development – Buildings

14 Trees – Underground Works to be Approved

15 Construction work in connection with the development hereby approved shall not take place outside the following times:

(a) 8.00 hours to 18.00 hours, Monday to Friday inclusive;

(b) 8.00 hours to 13.00 hours, Saturdays;

without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of the existing residents of Canons Court

INFORMATIVE:

1 Standard Informative 23 - Considerate Contractor Code of Practice

2 Standard Informative 32 - The Party Wall Etc Act 1996

3 Standard Informative 35 - CDM Regulations 1994

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

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

SH1 Housing Provision and Housing Need

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D15 Extensions and Alterations in Conservation Areas

T13 Parking Standards

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Appearance and Character of the Area (SD1, SH1, D4, D5)
 - 2) Residential Amenity (SD1, D4, D5)
 - 3) Character of Conservation Area 9SD2, D15)
 - 4) Parking (T13)
 - 5) Consultation Responses
-

INFORMATION

a) Summary

Car Parking	Standard:	11 additional
	Justified:	See report
	Provided:	7 additional
Habitable Rooms:	20	
No. of Residential Units:	9	

b) Site Description

- Western side of Stonegrove opposite junctions with Mill Ridge and hillside Drive in L.B. Barnet;
- Occupied by 3 storey block, 78m in length, containing 30 flats, low pitched tiled roof, rendered walls, brick stair towers;
- Metal fire escape staircases at rear;
- Vehicular accesses provided from northern and southern corners of site;
- Front access road with parking at one side;
- Open lawn at rear of building, planted strip at front;
- Two-storey maisonettes to north at Ashbrook;
- Single storey petrol station to south, with garage block for Lodge Close to rear;
- Semi-detached properties in Canons Park estate Conservation Area to rear of site;
- 4/5 storey flat block Peters Lodge opposite and 3/4 storey Castleham Court in L.B. Barnet;
- Other 3-4 storey flat blocks in L.B. Harrow further north at Orchard Court, Rydal Court, Coniston Court etc;

c) Proposal Details

- Provision of 9 additional units at 3rd and 4th storey levels, with associated roof terraces. 7 flats would accommodate 1 bedroom, whilst the remaining 2 flats would accommodate 2 bedrooms;
- Replacement staircase to rear;
- 7 garaged parking spaces to the rear boundary, with 3 parking bays running parallel to the driveway to the rear of the building.

Continued/...

d) Modifications from Approved Development

- Planning Application P/448/05/CFU approved additional accommodation at 3rd and 4th floor level for 6 x 2 bedroom flats with new staircase at rear;
- The current scheme proposes exactly the same form and design as the approved scheme, whereby the only modification is with respect of the internal floor plan layout. Specifically 4 of the 2 x bedroom flats at third floor level have been modified to accommodate 7 x 1 bedroom flats. Additionally, cosmetic modifications have been made to the locations of windows and doors along the third floor rear elevation;
- The approved parking layout providing 7 additional garages remains unaltered, however 3 additional open parking bays are proposed along the driveway to the rear of the building.

e) Relevant Planning History

EAST/825/02/FUL	Provision of four 3 x bed penthouse flats with mezzanine & terraces, 4 external lifts on rear wall	WITHDRAWN 02-SEP-2002
P/375/03/CFU	2 additional floors at roof level to provide 4 penthouse flats with roof gardens & lifts at rear	WITHDRAWN 03-JUN-2003
P/1545/03/CRE	Renewal of planning permission EAST/869/97/ful to provide additional storey over part of roof to provide 4 flats with roof terraces and parking.	GRANTED 15-SEP-2003
P/2808/04/CFU	Additional floor at roof level to provide 6 flats, roof gardens, new and refurbished stairs and lift at rear, 6 additional garages and new gates	REFUSED 06-DEC-2004

Reasons for refusal:

- 1 The proposed development, by reason of excessive size and bulk, would be obtrusive, overbearing and visually unattractive, to the detriment of the character and appearance of the area.
- 2 The proposed lift structures would obstruct the outlook from adjacent kitchen windows, and could potentially give rise to noise and vibration, to the detriment of visual amenity.

P/448/05/CFU	additional accommodation at 3 rd and 4 th floor level for 6 flats with new staircase at rear. Revised parking	GRANTED 17-JUN-2005
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Continued/...

f) Applicant's Statement

Our client has been looking at the marketing of new flats have been marketed with local agents. A concern has been raised regarding the size of the four proposed two-bedroom flats on the third floor. These are twice the size of the single bedroom flats within the existing block and are therefore perceived to be an inappropriate size and character for the block. The application is therefore an amendment to the approved scheme replacing the four two bedroom flats at third floor level with seven one-bed flats. Apart from the adjustment of window/ door positions on the rear elevation at third floor level, there are no changes to the approved building envelope or additional gross floor area.

g) Consultations

CAAC: No objections as there are no major changes, but would object to any further increase to this building.

LB Barnet: Awaited

Notification	Sent	Replies	Expiry
	76	4	25-NOV-2005

Response: proposed flats will inconvenience existing tenants; concerns regarding sound insulation, loss of light, over development of land, insufficient parking; detriment noise caused by additional vehicles; impact on visual aspect of property; staircase at rear would cause noise and disturbance; over development of surrounding locality; impact on skyline; devaluation of property value

APPRAISAL

1) Appearance and Character of the Area

The building at Canons Court is currently three storeys in height, stepping up to the north where ground levels rise. Several previous applications for additional floor(s) have been refused, however one scheme for 4 flats was allowed on appeal during 1997. Permission for this scheme was subsequently renewed via Planning Permission P/1545/03/CRE.

A new development scheme approved recently via Planning Permission P/448/05/CFU involves development of a 4th storey over the centre of the building, similar in terms of height and design to that allowed on appeal. With respect of this application P/448/05/CFU the following comments are made.

To the north, the bulk would be broken up by the provision of a penthouse with substantial glazing. At this end, the only bulk additional to that allowed on appeal is that which extends north of the stairwell. The height of the penthouse would be lower than that previously approved on this part of the site, and is lower than the chimney. Furthermore, it would not extend to the full width of the building in the manner of the previously refused schemes. Although higher than the adjacent two-storey maisonettes at Ashbrook, there is considered to be adequate distance and trees located to the front between the properties, thus the proposed height would not appear overbearing in comparison. A similar relationship exists opposite, where the five storey Peters Lodge is adjacent to the two-storey detached property 'The Cedars'. Continued/...

Item 2/01 : P/2291/05/CFU continued/...

To the south, it would exceed the bulk of the approved scheme in providing a unit at 4th storey level and a penthouse on top. However the proposed height and bulk is considered to be acceptable given the fall in ground level to the south of the site, and the use of substantial glazing for the penthouse which would reduce the perceived bulk. The building would be set well back from the highway and there are high trees on the boundary with the petrol station to the south. The petrol station building is single storey but of a totally different form, design and siting to the application property, thus the proposal would not detract from the pattern of development. There is considered to be adequate distinction and separation between the buildings and again a similar relationship exists opposite where the single storey garage building is located between the 5 storey Peters Lodge and 3/4 storey Castleham Court.

Given the rise in ground levels to the north, the setback of Canons Court from the road, the high trees around the site and the existence of other buildings of similar heights at Lodge Close, Peters Lodge, Castleham Court and further north at Orchard Court and other 1960s/1970s flat blocks, the proposed additional height and bulk over and above that approved previously is not considered to be excessive.

The proposed replacement staircase should be as transparent as possible, in the manner of the existing staircase, so as not to detract from the appearance of the building. Further details of the materials to be used are required by condition.

There is also a range of design merits to the current proposal. In terms of urban design and architectural quality, the façade of the existing building appears quite modern, with flat concrete canopies over doorways, vertically articulated stairwells to eaves level and curved bay windows with narrow horizontal glazing bars. The existing pitched roof appears awkward and out of character with the rest of the building. The proposal goes some way to improving the character of the streetscape by incorporating penthouse apartments setback from the eaves line with flat roofs, extending the vertically articulated stairwells above eaves level, providing vertical glazing bars on new windows, and designing the shape of the penthouses with curved corners, all of which are characteristic of the modern (1930s) style of architecture. Overall, the proposed

additional bulk and height would not be unduly obtrusive in this location and the proposal would improve the quality and appearance of this modern style building which needs updating.

Essentially the form of the development as discussed above has already been accepted via Planning Permission P/448/05/CFU. The modifications to the internal layout of the building to decrease the number of 2 bedroom flats and increase the number of 1 bedroom flats would not have any detrimental impact over the appearance and character of the area.

Continued/...

2) Residential Amenity

As stated above the form & design of the development has already been accepted via Planning Permission P/448/05/CFU. In the determination on that application, although it was noted that the residents of the 4 flats would be able to overlook Nos.5 and 6 Canons Close from their balconies, it was considered that due to the substantial distance from their boundary (some 25m) and the screening effect of trees along it, that the living conditions of adjacent residents would not be seriously harmed. Furthermore, an etched glass screen over the parapet wall, of a total height of 2.1m above roof terrace level was proposed to mitigate overlooking, which has been carried across the current application.

To the north the design of the penthouse has ensured that no windows would overlook Ashbrook and access has been restricted to maintenance only for the roof terrace north of the staircase for that reason. The roof terrace over the central part of the building is to be used as a means of escape only, and not for use as a balcony, roof garden or similar amenity area without the grant of further specific permission.

With respect of the replacement staircase this remains without modification and would be relatively transparent once materials similar to the existing metal staircase are used, and thus it would not result in loss of light to the existing flats. Given the distance of the flat block from the nearby residential properties, it is considered that the proposal would not result in undue loss of light or outlook.

With respect of the reorganisation of the internal layouts of 4 x 2 bedroom flats to accommodate 7 x 1 bedroom flats, it is not considered that this would detrimentally impact on the residential amenity of adjoining properties. To compare, the approved scheme encompassed 6 additional flats with a total of 18 habitable rooms (with a total of 12 bedrooms). The revised scheme encompasses 9 additional flats with 20 habitable rooms (with a total of 11 bedrooms). Therefore it is considered that the current scheme would provide for a similar level of residential accommodation to that already approved on site.

3) Character of Conservation Area

The property is not sited within a Conservation Area but is in relatively close proximity to Canons Drive Estate to the rear. However, despite this, no objections have been raised on conservation grounds due to the distance of the building from any property in the Conservation Area. Furthermore the building is fronting Stonegrove, a busy distributor road, and thus does not have the same residential character as Canons Drive or the roads that lead off it. While the design of this proposal differs from previous schemes, it does not alter the scheme from a conservation perspective and thus no detrimental impact on the character and setting of the Conservation Area would occur.

Continued/...

4) Parking

It is considered that the provision of parking on the basis of 7 garaged spaces and 3 additional open parking bays for 9 residential flats would be acceptable in this location, in view of the close proximity of the site to Edgware District Centre and the high level of public transport options in the area. The low level of additional generated traffic would not adversely affect the amenity of residents and the loss of a small amount of rear amenity space for this purpose would be acceptable.

5) Consultation Responses

The concerns raised within the consultation responses have largely been addressed within the report above, however the following additional comments are made;

- *proposed flats will inconvenience existing tenants;*

Inconvenience caused during construction is not specifically a relevant planning matter. Nevertheless a condition restricting hours of construction was placed on the prior approved and is to be carried forward to this application;

- *concerns regarding sound insulation;*

Correct construction methods for insulation of new buildings is covered via Building regulations.

- *devaluation of property value;*

This is not a relevant planning matter for consideration.

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.

302-306 UXBRIDGE ROAD, HATCH END

2/02

P/2852/05/CFU/RJS

Ward: Hatch End

REAR EXTENSION AT 1ST & 2ND FLOOR LEVELS, TO PROVIDE 2 ADDITIONAL FLATS, REVISED PEDESTRIAN ACCESS AT REAR & 2 FRONT DORMERS

MICHAEL BURROUGHS ASSOCIATES for A SURACE

RECOMMENDATION

Plan Nos: 3348:01rev.A, 3348:02rev.A, 3348:03rev.A, 3348:04rev.A, 3348:05rev.B, 3348:06rev.B, 3348:07rev.B & 3348:08rev.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 Permission – Three Years
- 2 Materials to Match
- 3 Noise – Insulation of Building(s) – 4
- 4 Refuse Arrangements - Buildings

INFORMATIVE:

- 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
 - D7 Design in Retail Areas and Town Centres
 - D8 Storage of Waste, Recyclable and Re-Usable Materials in New Developments
 - T13 Parking Standards
 - C16 Access to Buildings and Public Spaces
- 2 Standard Informative 23 – Considerate Contractor Code of Practice
 - 3 Standard Informative 32 – The Party Wall etc. Act 1996

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Character of Area (SD1, D4, D7, D8)
 - 2) Site Layout, Residential Density & Amenity (SH1, SH2 D4, D8)
 - 3) Parking (T13)
 - 4) Accessibility (C16)
 - 5) Consultation Responses
 - 6) Conclusion
 - 7) Reason for Delegation of Decision
-

INFORMATION

a) Summary

Local Centre:	Hatch End – Designated Shopping Frontage in Local Centre
Car Parking	Required: 3 Provided: 0
Site Area:	0.0169ha
Habitable Rooms:	8
Number of Residential Units:	3
Density:	473 habitable rooms per hectare 177 dwellings per hectare

b) Site Description

- Double storey commercial terrace building located to the northern side Uxbridge Road, being the third property to the west of the intersection with Grimsdyke Road;
- The ground floor of the premises currently accommodates a restaurant, whilst the upper floor accommodates a 4 bedroom associated dwelling;
- The adjoining building to the east accommodates a first floor flat with rear external stair access. The stair access abuts the common boundary with the subject site, while the first floor flat is setback from the common boundary. A doorway and number of windows of this flat face the subject site;
- The adjoining building to the west has a first floor blank elevation built up to the common boundary with the subject site;
- Located to the opposite side of the rear laneway to the north is a single storey garage/workshop;
- Further to the north beyond the garage workshop are residential dwellings located on Grimsdyke Road;

Continued/...

c) Proposal Details

- Rear extension at 1st and 2nd floor with a flat roof design. Rear external stair access to the first floor is proposed from the rear laneway. Installation of 2 dormers within the front roofslope of the building is also proposed;
- Three dwelling are proposed to be accommodated within the upper floors of the building (2 x 2 bedroom & 2 x 1 bedroom);
- The ground floor of the premises would continue as a separate commercial use;

d) Modifications to the Previous Scheme

- The previous scheme on site proposed a rear extension at 1st & 2nd floor levels, to provide 4 flats with revised pedestrian access at rear & 2 front dormers. The proposal was refused on ground relating to excessive size & bulk and impacts on adjoining property and the over intensive use of the property. Specific issue was raised with respect of the 2nd floor extension.;
- The revised scheme has significantly reduced the size of the proposed 2nd floor extension. Specifically the depth of the 2nd floor extension has been reduced by a depth of 9.0 metres;
- The reduction of the size of the extension has reduced the number of flats proposed from 4 to 3.

Relevant Planning History

P/2135/05/CFU rear extension at 1st & 2nd floor levels, to provide 4 flats with revised pedestrian access at rear & 2 front dormers REFUSED 14-NOV-2005

(NOTE: Appeal Lodged)

Reasons for Refusal:

1. The proposed rear extension, by reason of excessive size and bulk, would be unduly obtrusive, result in a loss of light and overshadowing, and would be detrimental to the visual and residential amenities of the occupiers of the adjacent properties and the wider locality.
2. The proposed development of 4 flats would result in an over-intensive use of the property which, by reason of associated disturbance and general activity, would detract from the residential amenities of the occupiers of neighbouring properties and would be out of character with the locality.

e) Consultations

Notification	Sent	Replies	Expiry
	32	none	13-DEC-2005

Response: none

Continued/...

APPRAISAL

1) Character of Area

In broad terms the principle of residential development on site is considered reasonable as the proposal site has good access to services and public transport.

Uxbridge Road is characterised by buildings two to three storey in scale, predominantly accommodating commercial uses at ground floor and residential above. To the rear of the site, the buildings clearly have the appearance of commercial premises abutting a rear service laneway, with residential accommodation provided at the upper floors. More specifically, the character of the buildings located to the rear of the Uxbridge Road properties are generally limited to single storey and two storey in scale. A recent development on the corner of Uxbridge Road and Grimsdyke Road (at 294 Uxbridge Road) is acknowledged to be of a larger scale, and although third floor accommodation is provided, this is achieved with a pitched roof and dormers facing the road frontages.

In assessing the proposed development the upper floor extension would embody a simply design via a part 1st and part second floor extension. The first floor extension would mirror the footprint, height & design of the first floor extension of the adjoining property to the west, attaching along the common boundary/ party wall. The second floor extension would be sited back towards the pitched roof the property and would only accommodate a depth of 3.0 metres from the rear elevation of the building. It is considered that the revised proposed has specifically addressed the siting and layout of adjoining properties where the bulk, mass and overall height of the rear extension would respect the form and layout of the adjoining buildings. As such, the proposed development is considered to be of an appropriate scale that would be consistent with the prevailing character & design of the locality.

2) Site Layout, Residential Density & Amenity

The revised development has now achieved a design that would respect and respond to the layout of adjoining buildings. As stated the footprint height and design of the 1st floor extension follows that of the adjoining building to the west. Likewise by proposing such a mirrored design and attaching to the party wall of the adjoining property it would limit any direct impacts of overlooking, loss and light and outlook etc to this property.

With respect of the other adjoining building to the east, this adjoining first floor flat at 298-300 Uxbridge Road accommodates a number of windows and a door that would directly face the proposed development. However with its stair access and upper floor terrace, the side elevation of this adjoining flat is setback from the common boundary by 2.7 metres. Additionally with the proposed first floor extension being setback from the eastern side boundary by 1.5 metres (to accommodate its rear stairway access), there would be a separation distance of 4.2 between opposing walls. This is considered to be a reasonable distance to allow for light and outlook and for the proposed extension not to constitute excessive size and bulk for the adjoining property to the east.

Continued/...

With respect of the frontage streetscape, the proposed two dormers would respect the character of the building and wider streetscape, therefore no objection is raised to this element of the proposal.

3) Parking/ Highway Safety

The proposal does not contain any provision for car parking, however the site has good 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 is to be included on the planning permission that will advise that residential occupiers of the building will be ineligible for residential parking permits. This therefore will specifically discourage those residents who are not allocated an on site parking space from owning a vehicle. 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.

4) Accessibility

The current application does not appear to provide for disabled access to the upper floors of the building, however it is noted that none is currently provided, therefore the existing access arrangements are to remain unaltered. However the agent will be advised of the obligations contained within the Disability Discrimination Act, 1985, Part III (Goods, Facilities, Services and Premises), implemented on 1st October 2004

5) 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.

2 STOREY BLOCK TO PROVIDE 6 FLATS AND
CARPARKING

DENNIS GRANSTON for R EDWARDS / D BRAZIER

RECOMMENDATION

Plan Nos: Ordinance Survey, 05/584/6, 05/584/7 & 05/584/8

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 be Approved
- 3 Disabled Access – Buildings
- 4 Fencing During Construction
- 5 Fencing to be Approved
- 6 Landscaping to be Approved
- 7 Landscaping – Existing Trees to be Retained
- 8 Landscaping to be Implemented
- 9 Levels to be Approved
- 10 Refuse Arrangements – Buildings
- 11 Water Storage Works

INFORMATIVE:

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 27 - Access for All
- 3 **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
- D8 Storage of Waste, Recyclable and Re-Usable Materials in New Developments
- D10 Trees and New Development
- T13 Parking Standards
- H4 Residential Density
- H7 Dwelling Mix
- H18 Accessible Homes
- C16 Access to Buildings and Public Spaces

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Character of the Area (SD1, D4, D5, D8, D10)
 - 2) Visual and Residential Amenity (SD1, D4)
 - 3) Housing Provision (SH1, SH2, H4, H7)
 - 4) Access and Parking (T13, H18, C16)
 - 5) Consultation Responses
-

INFORMATION

a) Summary

Car Parking	Required:	7 (maximum)
	Justified:	6
	Provided:	6
Site Area:	688m ²	
Habitable Rooms:	12	
No of Residential Units:	6	
Density:	87 dwellings per hectare. 174 habitable rooms per hectare.	

b) Site Description

- Irregular shaped land allotment located at a point along Westfield Lane where the roadway forms a partial cul-de-sac. Westfield Lane itself continues on adjacent to the east boundary of the site however takes the form of an unsealed lane that provides access the rear of properties fronting Kenton Park Crescent and Westfield Gardens;
- The site accommodates a two storey building that houses two flats. Two garages are located to the southern boundary of the site;
- To the north and west the site adjoins the rear gardens of residential properties;
- To the east the site adjoins pedestrian path of Westfield Lane, and beyond the side elevation of the 2 storey semi detached dwelling 5 Westfield Lane;
- To the south the site adjoins the garages of the 2 storey detached residential dwelling at 3 Westfield Lane;
- To the southeast is Cunningham House a 3-storey office block.

c) Proposal Details

- Demolition of all buildings on site;
- Erection of a two storey building that would be orientated to the centre of the site. The building would accommodate 6 flats;
- Provision of 6 parking spaces to the forecourt of the property;
- The remaining space located behind the dwelling would be occupied by communal garden area.

Continued/...

d) Relevant Planning History

None.

e) Consultations

1st Notification	Sent 27	Replies 1	Expiry 26-AUG-2005
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Response: out of character, overdevelopment, overlooking, loss of light, parking problems and associated noise.

2nd Notification	Sent 54	Replies none	Expiry 01-DEC-2005
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Response: none

Thames Water: no objection

Environment Agency: Unable to respond

APPRAISAL

1) Character of the Area

The character of Westfield Lane for the length between the subject site and Kenton Road is mixed, with buildings ranging in scale from a 3/4-storey place of worship, 3-storey office block and 2 storeys detached and semi-detached dwellings. Nevertheless the subject site is immediately surrounded by 2 storey residential properties which all accommodate offsets from boundaries and large areas surrounding the buildings.

As such the siting and access arrangements of the proposed building would generally follow that of the existing 2 storey building on site. The building would achieve a setback of 2.5-7.0 metres from the east boundary and a setback of 2.5-6.0 metres from the west side boundary. The forecourt parking area would accommodate space for 6.0 vehicles with a setback from the southern boundary measuring 11-14.5 metres. It is considered that the proposed siting of the building would generally accord with the existing residential development patterns of both the site and the wider the locality.

With a two-storey scale and with a hipped/ pitched roof it is likewise considered that the building would be appropriate for the context of the locality as it pick up on the prevailing scale of nearby residential buildings. The elevation plans indicate a proposal that would have regard to the prevalent scale, massing and bulk of buildings adjoining the site and within the vicinity. To ensure quality of external finishes to the building a condition of approval would require the submission of material samples so as avoid any detrimental impact on the character of the locality.

Continued/...

2) Visual and Residential Amenity

As discussed the general siting, scale & bulk of the building is appropriate in context of the locality. With respect of overlooking, the proposed scheme has limited window being located in the upper floor of the side flank elevations. The two windows that are proposed (1 to each side elevation) are those serving a kitchen area. To ensure that no overlooking would occur the plans have a notation that the window are to be affixed with tinted glass.

The communal garden area to the rear of the building is considered to be acceptable in respect of providing adequate amenity space for the future residents, whilst providing adequate offset from the building to common boundary lines.

As floor plans do not indicate if a level threshold is to be provided at ground floor, disability access for the building cannot be assessed. Therefore a condition regarding disability access is proposed whilst the applicant will be made aware by Informative of the obligations contained within the Disability Discrimination Act, 1985, Part III (Goods, Facilities, Services and Premises), implemented on 1st October 2004.

3) Housing Provision

Broad policies within the HUDP seek to encourage and secure the provision of additional housing in a range of types and sizes. The proposal would make good use of a previously developed residential site.

4) Access and Parking

The parking requirement would equate to maximum of 7 spaces, with 6 to be provided to the forecourt of the site. Given the availability of on street parking and the reasonable access to public transport, this provision is considered to be acceptable.

5) Consultation Responses

No objections were received the revised scheme as advertised in the second notification. The original scheme was for a part 2/part 3-storey block to provide for 8 flats, however was later amended to propose a 2-storey block to provide for 6 flats. No objections were received against the revised scheme.

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.

PROVISION OF NEW GATES ACROSS ENTRANCE IN
WOOD LANE

GAMI ASSOCIATES LTD for MR H HALAI

RECOMMENDATION

Plan Nos: pg/gs/50a, Site 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 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 and drawings showing details of any electrical apparatus have been submitted to, and approved in writing by, the local planning authority:

(a) gates

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

REASON: To safeguard the appearance of the locality, the character of the Conservation Area and the setting of the adjacent Listed Building.

INFORMATIVES:

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 **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:

2004 Harrow Unitary Development Plan:

SEP5 Structural Features

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

SD1 Quality of Design

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

EP31 Areas of Special Character

EP33 Development in the Green Belt

D4 Standard of Design and Layout

D11 Statutorily Listed Buildings

D15 Extensions and Alterations in Conservation Areas

T15 Servicing of New Developments

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Green Belt Impact (SEP5, SEP6, EP33)
- 2) Character of Area of Special Character (SEP5, SEP6, EP31)
- 3) Character and Appearance of Area and Conservation Area (SD1, SD2, D4, D15)
- 4) Impact on the Character and Setting of the Listed Buildings (SD2, D11)
- 5) Traffic Impact (T15)
- 6) Consultation Responses

INFORMATION

Consideration of this application was deferred at the Committee meetings on 6th and 27th July in order to undertake a Members Site Visit which took place on 30th August, and from the meetings of 7th September and 9th November 2005 for joint consideration with application P/1306/05/CFU (See Agenda Item 1/05)

a) Summary

Area of Special Character

Listed Building

Conservation Area: Little Common, Stanmore

Green Belt

Site Area: 6.6 ha

Council Interest: None

b) Site Description

- large site on south side of Wood Lane close to junction with Warren Lane, grounds extending to Dennis Lane to the west
- within Harrow Weald Ridge Area of Special Character
- northern part within Little Common Conservation Area
- southern part within Site of Nature Conservation Interest
- occupied by leisure and fitness club, vacant for several years
- buildings concentrated along Wood Lane frontage
- comprise squash courts/restaurant building (2 storeys) plus single storey changing accommodation, gymnasium, restaurant, open-air pool
- Garden Cottage within grounds is Grade II Listed
- other buildings listed by virtue of attachment or location within curtilage
- main car park adjacent to Wood Lane, with overspill parking at rear at lower level
- access from Wood Lane through gap in Grade II Listed wall along Wood Lane frontage
- open air tennis courts, landscaped grounds plus woodland and open land beyond buildings
- land within Wood Farm to east
- Stanmore Country Park to south
- religious centre to west
- residential property to north

Continued/...

bb) Listed Building Description

Garden Cottage:

- circa 1840, faces away from road
- long 2-storey, 5 casement windows, fourth in gabled projecting wing
- round headed
- door in second bay with blind window over
- band at first storey
- slate roof

Boundary Wall:

- mid C.19
- yellow stock brick wall, some 4m high, stone coping, about 110m long

c) Proposal Details

- provision of pair of double gates across entrance in Wood Lane, opening inwards
- 3m height adjacent to listed wall, increasing to 4.4m in centre
- total width 7.5m
- comprised of vertical railings with decorative features
- wrought iron proposed, painted black
- amended drawing no. pg/gs/50a received 24-MAY-05 (simplified design of gate)

d) Relevant History

LBH/4249/1	Use of land as sports club with erection of 7 squash courts & ancillary accommodation, demolition & reconstruction of part of boundary wall to provide new vehicle access to Wood Lane & construction of car parking	GRANTED 21-OCT-77
LBH/4249/2	Details pursuant to planning permission LBH/4249/1	GRANTED 06-JAN-78
LBH/38355	Alterations, new covered swimming pool & covered link, first floor covered patio, reform entrance steps and use of squash court for staff accommodation and ancillary purposes (Partly Implemented)	GRANTED 17-AUG-89
LBH/44981	Leisure Development – golf course, stables, hotel and extensions to existing club, car parking, country park and visitor centre (including Wood Farm)	REFUSED 03-MAR-93

Reasons for refusal:

- “1. The proposals would represent an over intensive use of the site resulting in overdevelopment within the Green Belt.
2. The proposed hotel is inappropriate development in the Green Belt and very special circumstances to justify it being allowed in the Green Belt have not been demonstrated to the satisfaction of the Local Planning Authority.

Continued/...

Item 2/04 – P/754/05/CFU continued/...

3. The hotel building and associated car parking would be of excessive scale, contrary to the Council's policies and detrimental to the Area of Special Character, the Green Belt and the Conservation Area.
4. The proposed hotel would have an adverse impact on the setting of Garden Cottage, a Listed Building."

LBH/44980	Listed Building	Consent:	REFUSED
	Alterations/extensions for ancillary facilities for club, new hotel and golf course		09-MAR-93

Reason for refusal:

"The proposed covered way would be premature in the absence of acceptable associated redevelopment proposals."

P/2716/03/CFU	Refurbishment of Garden Cottage as dwelling, demolition of all other buildings, 3 x 3 storey buildings to provide 15 flats, basement parking, detached dwelling, 2 detached garages, alterations to boundary wall	WITHDRAWN
		17-MAY-04

P/2715/03/CLB	Listed Building Consent: Internal & external alterations to Garden Cottage & demolition of curtilage listed structures	WITHDRAWN
		17-MAY-04

P/2714/03/CCA	Demolition of all buildings apart from listed building, 'Garden Cottage'.	WITHDRAWN
		17-MAY-04

P/1306/05/CFU	Change of use: Leisure to religious uses including conversion of garages to Caretakers House. Increase height of squash/functions building by 1m	SEE AGENDA
		ITEM 1/05

e) Consultations

CAAC: (1st Proposal)

Need to see the gates in relation to adjoining brick wall. Traditional metal gates would be acceptable but should take their cue from age of brick wall and should be a subservient entrance to Springbok House. Gates should be set back behind brickwork so steel mechanisms are hidden from view.

CAAC: (2nd Proposal)

The revisions are an improvement on the previous design, but the comments from the previous CAAC meeting of 23 May 2004 still apply. The design should be more subdued and in keeping with the wall. The gates should be squared at the top, rather than curved upwards to a point.

Continued/...

Advertisement	Character of Conservation Area/ Setting of Listed Building		Expiry 09-JUN-05
Notifications	Sent 2	Replies 0	Expiry 01-JUN-05

APPRAISAL

1) Green Belt Impact

The proposed gates would be permeable in appearance, and have an insignificant impact on the openness and character of the Green Belt.

2) Character of Area of Special Character

The proposal would not affect the structural features which comprise the Area of Special Character.

3) Character and Appearance of Area and Conservation Area

An acceptable design is shown for the gates which, together with the use of wrought iron materials, would preserve the character of the Conservation Area and the appearance of the area.

4) Impact on the Character and Setting of the Listed Buildings

The proposed gates would be physically separate from the adjacent listed wall and there is therefore no need for listed building consent. The gates would be mostly subordinate to the height of the wall with only the centre section rising some 300mm above it.

The gateposts would be located behind the wall, and overall the proposals would provide an acceptable impact on the character and setting of the listed wall, while also securing the site.

5) Traffic Impact

The gates would be set back by almost 6m from the edge of the carriageway, enabling vehicles to stand clear of the highway while waiting for the gates to open to the benefit of the free flow of traffic.

6) Consultations

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 grant.

6 HILLVIEW CLOSE, PINNER

2/05
P/2551/05/DFU/RM2
Ward: Pinner

SINGLE STOREY SIDE TO REAR EXTENSION (REVISED)

MAGAN D SOLANKI for MR & MRS K KUNG

RECOMMENDATION

Plan Nos: HV/K/P1 A, HV/K/P2, HV/K/P3 A & HV/K/P4 A

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 – Three Years
- 2 Materials to be Approved
- 3 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.

INFORMATIVES:

- 1 Standard Informative 38 – Reasons for Grant - HH Application
 - 2 Standard Informative 23 - Considerate Contractor Code of Practice
 - 3 Standard Informative 32 - The Party Wall etc Act 1996
-

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Character of Area (SD1, D4, D5)
 2. Residential Amenity (SD1, D4, D5)
 3. Consultation Responses
-

INFORMATION

a) Summary

Details of this application are reported to Committee as one petition objecting to the development has been received.

Council Interest : None

Continued/...

b) Site Description

- Detached bungalow on large irregular residential plot to the north of Hillview Close, Pinner;
- Existing buff brick, clay tiles, upvc windows and doors;
- Existing rear conservatory; small detached stores along eastern boundary; outbuilding (double garage) located to the rear of the plot;
- Railway line to north, residential to east south and west;
- Dwelling prominent along street scene as driveway serving detached bungalows aligns with the Hillview Close highway;
- Property set away 20m from head of cul-de-sac; driveway rises up to dwelling.
- The numbers of the houses run consecutively along one side of the street so that the neighbouring properties are No. 5 and 7 Hazelcroft

b) Relevant History

HAR/7646	Erection of Detached Bungalow / Garage	GRANTED 14-APR-53
W/672/99/FUL	Detached Three Bedroom Bungalow with Access and Parking REASONS: 1. The proposal would represent overdevelopment of the site, by reason of inadequate rear garden depth and amenity space, contrary to the provisions of the Harrow Unitary Development Plan and detrimental to the character of the locality. 2. Inadequate means of access can be provided along Hillview Close to facilitate the additional vehicular movements that would arise as a result of the proposed dwelling. 3. Insufficient details have been submitted to enable a full assessment of the satisfactory provision of parking and turning area and maintenance of an adequate and coped frontage within the curtilage of the site for both the proposed and existing dwelling to prevent any increase in parking on neighbouring highways and detriment of highway safety and the character of the streetcene and amenities of neighbouring residents. 4. Insufficient information has been provided regarding the levels of the site and inadequate details provided of the existing and proposed planting within the site to enable a full assessment of the impact of the proposal on existing trees and greenery and impact in the streetscene, which enter an important contribution to the character of this locality and screening to neighbouring properties.	REFUSED 11-OCT-99

Continued/...

Item 2/05 : P/2551/05/DFU continued/...

W/310/00/CLP	Cert of Lawful Proposed Devl; Conservatory at Rear & Detached Double Garage	GRANTED 05-MAY-00
P/1270/05/DFU	Single Storey Front, Side and Rear Extension REASONS: 1. The proposed extensions, by reason of their size, discordant roof design and prominent siting, would appear unduly bulky and incongruous in the street scene and would detract from the appearance and spacious setting of the original bungalow, to the detriment of the visual amenity and character of the locality.	REFUSED 04-07-05

e) Applicant's Statement

None

f) Notifications

Sent	Replies	Expiry
6	2	14-Nov-05

+ 1 petitions containing a total of 28 signatures objecting to the proposed development

Summary of Responses:

1. Concerns from the previous application the proposal still apply.
2. Increase in volume creating a dominant and bulky appearance
3. Disruption from building works
4. Increased pressure on surface water drainage
5. Loss of light to No. 8
6. Traffic and access along street, LBH Planners and DOE Inspector reported that the street is over-saturated for more sources of traffic to be allowable
7. Planning by stealth as both No. 7 and No. 6 have the same agent
8. Series of small applications have allowed owners to manoeuvre the planning process to create a large 12 room residence
9. Noise from railways behind will be enhanced in the area

APPRAISAL

This application is a revision of a previous application (P/1270/05/DFU) refused permission. It would appear that the issues raised in the previous have been overcome in the current application. The front extension aspect of the scheme has been removed and there is a set back of the side extension. The roof on the extension will now be lower than the existing and the rear extension will not be as wide.

Continued/...

1. Character of Area

Hillview Close is characterised by variety of styles of houses, predominantly semi-detached houses originally of a similar style, around the end of a cul-de-sac. No. 6 and 7 are bungalows set on a hill at the end of the cul-de-sac. There is a lot of land around the bungalow, much of the land on which the extension will be is covered in hardstanding.

The proposed extension will be visible from the street as the property is set on a hill, albeit set approx 18m from the road. The side extension would appear subordinate to the existing house when viewed from the street due to the lower ridgeline of the roof. The hipped roof at the side will serve to reduce roof bulk and retain the overall character of the house. The ground floor setback of 1m is proposed from the front projection on the right. Both the set back and the separation from the boundary will mean that there will not be an unacceptable impact on the character of the vicinity.

The proposed extension will appear in harmony with the existing bungalow. Although large the extension is subordinate to the existing and will not present an overdevelopment of the large site.

As such these aspects fulfil the guidelines set in the Adopted SPG in terms of character of the area.

2. Residential Amenity

The site of the proposed extension is set well away from the boundary on all sides, approx 12m from the nearest boundary. As noted above the site is on a hill and so is prominent.

It is considered however that there will not be any detrimental impact to the residential amenities of the neighbouring occupiers. There will be two windows facing the rear of the plot at No. 5 Hillview Close, however the impact of these will be mitigated by the distance from the boundary and the vegetation along the stream at the foot of the hill. There are windows facing No. 7 Hillview Close but these again are set over 3m away from the boundary as specified in the guidance.

There will not be an unacceptable loss of light into windows. The 45° rule does not apply in this case as the properties such as No. 8 are set at such a distance to render the rule meaningless.

3. Consultation Responses

1. Increase in volume creating a dominant and bulky appearance – addressed in the above appraisal
2. Disruption from works – not a material planning consideration
3. Increased pressure on surface water drainage – site of proposed extension currently covered in hardstanding, development of site will not lead to a significant increase in potential flooding
4. Loss of light to No. 8 – addressed in the above appraisal
5. Traffic and access along street, LBH Planners and DOE Inspector reported that the street is over-saturated for more sources of traffic to be allowable – development still pertains to only 1 dwelling unit

Continued/...

Item 2/05 : P/2551/05/DFU continued/...

6. Planning by stealth as both No. 7 and No. 6 have the same agent
7. Series of small applications have allowed owners to manoeuvre the planning process to create a large 12 room residence – applications determined in accordance with the proper provisions of planning legislation
8. Propagation of noise from railways behind will be enhanced in the area – not a material planning consideration

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.

OUTLINE: DETAILS PURSUANT TO P/3104/04/COU: CONSTRUCTION OF 3 STOREY BUILDING TO PROVIDE SHOP (A1) AND WORKSHOP AT GROUND FLOOR & 3 FLATS ABOVE (RESIDENT PERMIT RESTRICTED)

MAC ENGINEERING SERVICES for MR KOTAK

RECOMMENDATION

Plan Nos: MM/01/PK, MM/02/PK, MM/03/PK, MM/04/PK & MM/05/PK

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 – Three Years
- 2 Completed Development – Buildings
- 3 Materials to be Approved
- 4 Levels to be Approved
- 5 Disabled Access – Buildings
- 6 Fencing During Construction
- 7 Noise – Insulation of Building(s) – 4
- 8 Noise from Music and Amplified Sound
- 9 Noise and Odour/ Fume from Plant and Machinery

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

SEM1 Development and the Borough' s Regeneration Strategy

SEM2 Hierarchy of Town Centres

SEM3 Proposals for New Employment-Generating Development

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

T13 Parking Standards

- 2 Standard Informative 23 - Considerate Contractors Code of Practice
- 3 Standard Informative 27 - Access for All
- 4 Standard Informative 33 – Resident Parking Permits

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Character of Area and Housing Policy (SD1, SH1, SEM1, SEM2, SEM3, D4)
 - 2) Neighbouring & Residential Amenity (SD1, D4, D5)
 - 3) Parking/ Highway Safety (T13)
 - 4) Consultation Responses
-

INFORMATION

a) Summary

Key policies of adopted 2004 UDP: SD1, SH1, SEM1, SEM2, SEM3, D4, D5, T13

UDP:

Town Centre

Wealdstone

Car Parking

Required:

4

Provided:

0

Habitable Rooms:

7

No. of Residential Units:

3

Density - hrph:

583 habitable rooms per hectare

250 dwellings per hectare

Site Area:

0.012ha

Council Interest:

None

b) Site Description

- The subject property is a corner plot with the main frontage to High Street and a secondary frontage to Palmerston Road;
- The proposed application relates to the rear section of this property, with sole frontage to Palmerston Road;
- The existing building on this parcel of land is a single storey commercial property with a foot print that covered its entire allocated plot;
- The existing building directly abuts:
 - The boundary wall of the adjoining commercial building to the north;
 - A laneway and adjacent car park to the east;
 - The rear extension/ outbuilding of the commercial building to the west;
 - The blank side elevation of the commercial building located to the opposite side of Palmerston Road;

c) Proposal Details

- Full application for reserved matters associated with a previously approved outline scheme for the redevelopment of a 3 storey building to provide shop (A1) and workshop at ground floor and 3 flats above;
- The existing building would be demolished as part of the proposal;

Continued/...

Item 2/06 : P/2839/05/COU continued/...

- The proposed building would be 3 storey in scale, via a two-storey design with a third level within a mansard styled roof. The building would accommodate a maximum overall height of 8.4 metres;
- At ground floor the building would accommodate a shop and associated workshop;
- 2 x 1 bedroom flats are proposed at the first floor level;
- 1 x 2 bedroom flat are proposed at the first floor level;
- All flats would be accessed via the centrally sited entrance lobby;
- Small terraces are proposed for the two flats at first floor level,
- External refuse storage would be provided off the laneway located adjacent to the building.

d) Revisions from previous scheme

- The proposed scheme remains specifically consistent with the proposal as approved at outline stage;

e) Relevant Planning History

P/3104/05/COU outline: redevelopment 3 storey building to GRANTED
provide shop (A1) and workshop at ground floor & 29-JUL-2005
3 flats above (resident permit restricted)

f) Consultations

TWE: awaited
EA: awaited

Notification	Sent	Replies	Expiry
	19	awaited	29-DEC-05

Response: awaited

APPRAISAL

1) Character of Locality

The residential character of the locality is predominantly commercial with scale ranging up to 3-4 stories in scale. The design of the building is considered to be appropriate for the context of the locality as it pick up on the prevailing scale of the commercial buildings within the locality. The proposed development plans indicate a proposal that has been designed having regard to the prevalent scale, massing and bulk of buildings adjoining the site and within the vicinity. The building would respect that form and height of the buildings along the High Street and would be subservient in scale to these. Accordingly it is deemed that the proposed development has been designed in such a manner so as avoid any detrimental impact on the character of the locality.

Continued/...

2) Neighbouring & Residential Amenity

The proposed building has retained an identical footprint of the building it is to replace, whilst raising the building in height to a scale that is complimentary to the locality. Due to the commercial nature of the locality it is deemed that the proposed development would not pose any significant detrimental impacts for adjoining properties.

With regard to the residential amenity of future occupants, the main living spaces have been orientated to the front of the building where they will have amply access to daylight/ sunlight. Although no private or communal gardens are proposed, this is considered reasonable given the commercial nature of surrounding property. Furthermore Byron Recreation Ground is located a short walk away to the east.

3) Parking/ Highway Safety

The proposal does not contain any provision for car parking, however the site has excellent access to services and public transport. On a related matter 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 on the basis of access to public transport and that future residents would be ineligible for parking permits, there is no objection to the application on grounds of insufficient parking provision.

4) 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 grant.

273 PINNER ROAD, HARROW

2/07

P/2314/05/DFU/SW2

Ward: Headstone South

SINGLE STOREY REAR EXTENSION AND CHANGE OF USE: OFFICE/RESIDENTIAL (CLASS A2/C3) TO RESTAURANT (CLASS A3)

COLIN BARGIONI for MR UTUP VITIJA

RECOMMENDATION

Plan Nos: 101A

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 – Three Years
- 2 The use hereby permitted shall not be open to customers outside the following times:-
 - a: 10.00 hours to 23.00 hours, Monday to Saturday inclusive,
 - b: 10.00 hours to 22.30 hours on Sundays,without the prior written permission of the local planning authority.
REASON: To safeguard the amenity of neighbouring residents.
- 3 The premises shall be used for the purpose specified on the application and for no other purpose, including any other purpose in Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).
REASON:
 - a: To safeguard the amenity of neighbouring residents and the character of the locality.
 - b: To safeguard the character and viability of the shopping parade.
 - c: In the interests of highway safety.
- 4 Disabled Access – Use
- 5 Noise from Music and Amplified Sound

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
D4 Standard of Design and Layout
EP25 Noise
EM25 Food, Drink and Late Night Uses
H11 Presumption Against the Loss of Residential Land and Buildings Continued/..

2 T13 Parking Standards
Standard Informative 23 - Considerate Contractor Code of Practice

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Character of Area (SD1, D4, D5)
 - 2) Residential Amenity (SD1, D4, D5)
 - 3) Loss of Residential (H11)
 - 4) Parking
 - 5) Consultation Responses
-

INFORMATION

Details of this application are reported to Committee as a petition objecting to the development has been received.

Details of this application are reported to Committee at the request of a nominated member.

a) Summary

Council Interest: None

b) Site Description

- No. 273 is currently a vacant property undergoing internal alterations
- The property is used for an office area (A2) and residential units above (C3)
- The property flanks the pavement and has a 33m garden
- There is a 2 storey rear extension at No. 275

c) Proposal Details

- The proposal is for a single storey rear extension and change of use: Office/Residential (Class A2/C3) to Restaurant (Class A3)

d) Relevant History

P/234/05/DFU	Change of Use: Office and Residential (Class A2 + C3) to Restaurant and Take Away (Class A3)	GRANT 10-MAR- 2005
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e) Applicant's Statement

- None

f) Notifications

Sent	Replies	Expiry
4	0	26-OCT-05

Summary of Responses:

- None.

Continued/...

APPRAISAL

This application supersedes application seeks to change the use of the premises from mixed office and residential to restaurant. Application P/234/05/DFU for change of use from office and residential (Class A2 + C3) to restaurant and take away (Class A3); was previously grant on 10th March 2005.

1. Character of Area

The proposed single storey rear extension will create an enlarged restaurant area with WC at ground floor level, and convert the storerooms above to a separate kitchen with 2 smaller storerooms. The proposed extension will be single storey and have a maximum height of 3.3m; it will be 22.5m deep and will flank both boundaries. The Apollo public house is situated to the south east of the site which have no windows along the flank elevation. The conference centre has a two-storey rear projection with a number of windows on the southeast flank elevation facing the subject site. They are set approximately 2.5m away from the boundary. The distance of these windows away from the single storey rear extension and the commercial nature of the surrounding properties will mitigate the extra height of the extension.

The proposed extension will not be seen from the streetscene and will only be visible from the conference centre next door and from a small area of the pub car park.

The single storey rear extension is considered to be in keeping with the pattern of development and does not significantly impact on the character of the vicinity.

2. Location and proximity of residential Properties

The proposal site sits within a quasi-residential part of Pinner Road. On the opposite side of the road are terraced and semi detached single-family dwellings so the potential for late night noise and disturbance must therefore be considered. The immediate neighbours are a public house (A4) and a conference centre (D1). There is a manager's flat above the pub and a 3-storey block of flats on this side of Pinner Road.

Pinner Road is a London distributor road so traffic volumes with associated ambient noise levels and are commensurate with that designation. Subject to conditions restricting hours of opening it is not considered that the site is inappropriate for the use proposed.

Within current Use Class A3 a restaurant is considered to be the least obtrusive to residential properties. Although ambient noise levels will be added to this it is considered to be offset by the noise and disturbance from the neighbouring pub, particularly at closing time. In this context the additional noise associated with the proposed use is unlikely to be significant.

Continued/...

3. Loss of Residential

Policy H11 of the UDP states that the Council will normally refuse proposals involving the loss of residential accommodation. It is acknowledged that the proposed use as a restaurant does not constitute the sort of community facility to which an exemption, as explained in the reasoned justification to the policy, may be justified. It is considered that the existing residential is of poor quality and while this could be improved the surrounding environment is incompatible with residential use. Specifically the first floor is too small s existing to support a flat on its own and consequently any residential unit could not function independently from the ground floor (without extension). Given the surrounding properties the environment would not provide an acceptable setting for residential use in terms of noise, disturbance and visual amenity. In these circumstances it is considered that this provides an acceptable exemption to the policy.

4. Parking

No off street parking or servicing arrangements are proposed.

The UDP makes no specific maximum parking standard for A3 uses but advises that each proposal be assessed on its own merits in the context of securing traffic restraint, consistency with A1 where relevant and with separate parking for customers and employees. The existing lawful use as an A2 office and residential dwelling has no off street parking demand onto neighbouring highways.

The site is well served by public transport. Pinner Road is served by local bus services running between Harrow town centre and North Harrow district centre – where there are London Underground stations within easy walking distance. It is also noted that there are a number of dwellings within walking distance of the site. Having regard to all of these characteristics it is considered that nil-provision on this site would be consistent with traffic restraint objectives. Having regard to the extent of customer circulation area of the restaurant and likely staff and customer numbers, levels of off site overspill are unlikely to be significantly worse than the existing lawful use.

5. Consultation Responses

- Planning considerations have been addressed above.
- Highways were consulted and have expressed no objection to the proposal.

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.

303 – 305 STATION ROAD, HARROW

2/08
P/1679/05/DFU/RM2
Ward: Greenhill

CHANGE OF USE: FIRST FLOOR FROM FITNESS AND SLIMMING CLUB (CLASS D2) AND OFFICES (CLASS B1) TO ADVICE AND COUNSELLING CENTRE (CLASS D1)

LEES LLOYD WHITLEY for MR GARY DAINES

RECOMMENDATION

Plan Nos: 02-03 & Site 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 Permission – Three Years

INFORMATIVE:

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

ST1 Land Uses and Transport Network

T13 Parking Standards

C8 Health Care and Social Services

2 Standard Informative 23 – Considerate Contractor Code of Practice

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Character of Area (SD1 & ST1)

2. Town Centre Uses (SD1, ST1, T13 & C8)

INFORMATION

Details of this application are reported to Committee at the request of a nominated member.

a) Summary

Council Interest: None

Continued/...

b) Site Description

- 303-305 Station Rd is first and second floor offices above an A1 shop
- The building has access from the rear from a side road of Greenhill Rd
- The neighbouring properties are A1 Retail uses with ancillary uses or B12 office uses above

c) Proposal Details

- Change of use of the first floor from Fitness and Slimming Club (Class D2) to Advice and Counselling Centre (Class D1)

d) Relevant History

WEST/662/93/FUL	Change Of Use: Part First Floor from Class A1 to Class B1 (Retail to Offices) and New Ground Floor Entrance	GRANTED 27-01-1994
EAST/718/96/FUL	Change Of Use: Office to Fitness and Slimming Club (Class B1 to D2) at First Floor	GRANTED 25-02-1997

- Further history not considered relevant

e) Applicant's Statement

- The purpose of the premises is to provide advice and counselling for young people on both a drop in and appointment basis
- Confirmation that the second floor is not to be used by the applicants, at present there is no access to this floor and the applicants

f) Notifications

Sent	Replies	Expiry
7	0	24-Nov-05

APPRAISAL

1. Character of Area

The client base would be young people visiting through a 'drop in' facility as well as by appointment.

The area is predominately shop front usages (A1-5) at street level and office use above ground floor. The access to the Advice and Counselling Centre will be from the existing shop downstairs. The centre will operate both appointments and a drop in centre. This will somewhat limit and control the number of people entering and leaving the premises however there may still be people waiting for the drop in service.

Continued/...

2. Town Centre Uses

Policy C8 of the UDP recognises the need for Health and Social Services and facilities in the Borough to cater for the needs of the community. The site is located in the Harrow Metropolitan Centre. The site is within comfortable walking distance to a variety of public transport options including Harrow on the Hill Station with London Underground and Chiltern Line trains as well as bus services from Harrow Bus Station. These provide a variety of transport links. There are also public car parking facilities nearby. As the building is to be from the rear from the alley at the end of Havelock Place it is considered that there will not be an adverse level of impact on Highways. These are in accordance with the policies T13 and C8 of the UDP

Being close to the shopping centres in Harrow as well as the Library on Gayton Rd and other Town Centre facilities, this change of use will increase the variety of services and Town Centre facilities in the Harrow Metropolitan Centre thus assisting in reducing the number of trips required as stated in Policy ST1.

The proposed use is considered to have an overall similar impact on the neighbouring occupiers and to the Town Centre as the existing and so there is no reason why in principle the change of use to a D1 Counselling and Advice Centre should not be granted.

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.

RE-ALIGNMENT OF DRIVE/HARD SURFACING

ORCHARD ASSOCIATES for MR & MRS LYNFORD SMITH

RECOMMENDATION

Plan Nos: Site Plan and drawing no. 388 (5)

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

- 1 The development hereby permitted shall be begun within 3 months of this permission.
REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
- 2 Completed Development – Buildings
INFORMATIVE:
 - 1 Standard Informative 23 – Considerate Contractor Code of Practice
 - 2 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:
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
D16 Conservation Area Priority

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

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

Continued/...

INFORMATION

a) Summary

Green Belt: Yes
Conservation Area: Pinner Hill

4. Site Description

- 2 storey detached property within an ample sized plot located on the east side of Pinner Hill, directly opposite Pinner Hill's junction with Hill Side 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
- Amberley is within the Pinner Hill Estate Conservation Area Article 4 Direction and as such both the provision of a hard surface within the cartilage of a dwelling house and the formation, laying out and construction of a means of access to a highway require planning permission.

a) Proposal Details

- Proposed application involves the re-alignment of the existing driveway and a reduction in the hard surfacing
- Application relates to previous enforcement action on the property after the works to the driveway and boundaries were previously carried out without the benefit of planning permission

b) Relevant History

P/1557/03/CFU	Replacement 2 Storey Side Extension, Replacement Garage, Conservatory at Rear and Infilling of Loggia Area	GRANTED 17-Oct-2003
LBH/6890	Replace Existing Single Garage with Playroom, Dressing Room and Bathroom Over and Erection of double Garage	GRANTED 30-Nov-1971

5. Consultations

CAAC: 'No objections'

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

Notifications Sent Replies Expiry
2 0 09-Nov-2005

Continued/...

6. Applicant's Statement

None received

APPRAISAL

7. Green Belt Land and Area of Special Character

The works proposed in this scheme relate to the completion of previous unauthorised works to the site boundary, entrance and driveway. The Councils enforcement team were notified and their action has resulted in the submission of the current application. Prior to the unauthorised works, the site boundary to the front of the site contained mature trees and hedgerows. The driveway was narrower and did not utilise as much space around the house as it currently does. The unauthorised works included the resurfacing and expansion of the front driveway as well as the stripping of the site boundary at the front of the house.

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'. The previous unauthorised works had a negative impact on the environmental character of the area. The proposed alterations however, attempt to improve on this situation, with a new area of lawn and a narrowed crossover width. There is also an existing, but undeveloped hedge, with a proposed cherry tree to provide extra greenery to soften the appearance of the site.

8. Character and Appearance of Conservation Area

The current driveway arrangement does not have the benefit of planning permission and is rather bare and stark to the detriment of the conservation area.

The proposed alterations would improve the appearance of the property in the surrounding street scene, with the new area of lawn and the cherry tree giving the house a softer setting. In terms of materials, the existing gravel originally appeared quite bright, but is already toning down to a more muted appearance. Kerb edging should be avoided to allow the lawn to merge naturally with the driveway.

With regards to the crossover, the reduced width is welcomed, but the proposed cobble strip and pea shingle block seems unnecessary and will give a cluttered visual appearance. The existing gravel drive and cobble strip should be maintained.

It is regrettable that the original hedgerow was removed from the front boundary, as the current hedge is rather thin at present, but it should grow to provide sufficient boundary cover in a few years time.

Continued/...

9. Residential Amenity

The works proposed will have minimal effect 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.

SINGLE AND TWO STOREY SIDE, SINGLE STOREY
REAR EXTENSION; CONVERSION TO TWO SELF-
CONTAINED FLATS

MEL-PINDI for BISON LTD

RECOMMENDATION

Plan Nos: 25Hawt/1, 2 Rev. D, 6, site plan

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following conditions:

- 1 Time Limit – Full Permission
- 2 Materials to Match
- 3 Restrict Use of Roof as a Balcony
- 4 Noise – Insulation of Building(s) – 4
- 5 The development hereby approved shall not commence until a metric scale drawing detailing the forecourt layout, to include screened refuse storage, disabled persons' access to the front door and soft-landscaping arrangements, has first been submitted to and approved in writing by the local planning authority. The flats shall not be occupied until the forecourt has been laid-out and planted in accordance with the details so approved, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure a satisfactory forecourt layout, in the interests of the amenity of future occupiers and the character of the locality.

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
- EP25 Noise
- 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
- H18 Accessible Homes
- T13 Parking Standards

Continued/...

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

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Amenity and Character of Proposed Extensions (SD1, D4 & D5)
 2. Conversion and Related Policy (H9, D4, D9, EP25)
 3. Parking and Access (T13): Previous Reason for Refusal No. 1
 4. Residential Amenity (H9): Previous Reason for Refusal No. 2
 5. Consultation responses
-

INFORMATION

a) Summary

Details of this application are reported to the Committee as a petition opposing the development has been received and the recommendation is for grant. A Members' site visit in connection with the previously refused application on this site was carried out on 4th September 2004.

b) Site Description

- two storey semi-detached dwelling on south side of Hawthorn Drive, North Harrow; dwelling has attached garage and forecourt parking with single-width vehicle crossing and planting bed across remaining front boundary
- attached semi to west, no. 27, unextended to adjacent part of rear
- neighbouring property to east, no. 23B, is a semi-detached bungalow with fully hardsurfaced forecourt; facing flank wall has obscure-glazed window and main entrance to the property
- on-street parking not controlled but capacity limited due to narrow carriageway width and crossovers serving existing property
- electricity power-lines pass over the existing gap between nos. 23B and 25

c) Proposal Details

- extensions to dwelling as follows:
 - single storey rear, 3m deep and with flat roof over; due to slight fall in levels at rear flank walls would vary in height between 3m and 3.4m
 - two storey side extension 2.4m wide up to boundary with no. 23B and with 1m set-back at first floor front; subordinate hipped roof over with recessed eaves/gutter detail
 - single storey front extension projecting 0.4m forward of the front main wall and with lean-to roof over returning to recessed first floor front wall
- conversion of extended dwelling to two flats, as follows:
 - ground floor: 1 x three-bed (four habitable room) flat
 - first floor: 1 x two-bed (three habitable room) flat
 - access from front via shared lobby and single front door
 - access to rear garden direct from ground floor and via internal staircase from first floor

Continued/...

Item 2/10 : P/1556/05/DFU continued/...

- rear garden area of 171m² retained
- proposed alterations to forecourt to provide two parking spaces, refuse storage and disabled persons' access and retain an area of planting

d) Relevant History

P/921/04/DFU Two Storey Side, Single Storey Front and Rear Extension; Conversion to Two Flats REFUSED
09-SEPT-2004

Reasons:

1. The proposed under provision in parking would give rise to overspill parking on this busy and narrow road to the detriment of highway safety and to the loss of residential amenity.
2. The proposed development would give rise to increased noise and activity which would be detrimental to the amenity of neighbouring residents.

Notification

Sent: 8

Replies: 7 + petition (17 names)

Expiry: 25/07/2005

Response: road narrow, traffic uses as shortcut to Imperial Drive, congestion at school times, blockage to emergency vehicles, overdevelopment, out of character with single family houses, no under provision of parking should be accepted, noise transmission, rear extension will exceed 3m high contrary to guidelines, overbearing upon adjacent bungalow's front door, flats contrary to covenant, nothing changed since previous refusal, loss of light, add to parking by shoppers/commuters, no. 25 only 27'8" wide inadequate for parking and bins, disturbance, concern about building close to power lines (EDF Energy should be consulted), loss of green view/openness, overpowering appearance, circumstances of extension differ from others in street, loss of/damage to trees, precedent, will disrupt symmetry of houses/bungalows, overshadowing/loss of light (bathrooms still need light even though non-habitable), loss of amenity during construction, proposal differs from flats at no. 14, tenants of bad attitude will affect street.

CEGB PowerGen: No response

Applicant's Statement

None

Continued/...

APPRAISAL

1. Amenity and Character of Proposed Extensions (SD1, D4 & D5)

The extensions remain, in all respects, as those proposed under P/921/04/DFU and to which no objection was raised. They would comply with the Council's supplementary planning guidelines for such developments and there has been no material change in circumstances. Nonetheless, for the avoidance of doubt and in response to objector concerns, it can be noted that:

- The two-storey side extension would sit within 45° lines drawn, on plan, from the adjacent front and rear corners of the neighbouring bungalow no. 23B. No windows are proposed in the flank wall and as flats there would be no permitted development right for their future insertion. The facing bathroom window is not 'protected' for the purposes of the Council's guidelines and therefore, whilst regrettable, loss of light to it does not justify refusal of permission. Neither is it considered that the visual impact on the facing door is unacceptable.
- The single storey front extension would project only marginally beyond the front building line, but would remain behind the bay window and detached from it. Again, this accords with the Council's supplementary planning guidelines and there would be no unacceptable impact in the streetscene.
- The depth of the single storey rear extension would comply with the Council's guidelines for such developments to semi-detached property and, as amended, its height of 3m above adjacent ground level would also comply. In these circumstances it is not considered that the extension would unduly affect the amenity of the occupiers of no. 27; the impact on no. 23B would be further mitigated by that dwelling's siting off the boundary and further back in its plot.

Subject to the use of matching materials it is considered that the proposal would preserve the appearance of the dwelling when viewed in the streetscene and from neighbouring gardens. Overlooking from front and rear windows would be at an ordinary, oblique angle and at a proximity that is not out of character in this locality. Accordingly it is not considered that the degree of overlooking would be detrimental to the privacy amenity of neighbouring occupiers.

2. Conversion and Related Policy (H9, D4, D9, EP25)

Policy H9 undertakes to permit conversions of dwellinghouses and other buildings to flats, recognising their contribution to housing supply. However individual proposals are to be assessed against specific criteria pursuant to the protection of amenity, character and highway safety. In relation to these criteria proposal is assessed as follows:

- The units would be of a reasonable size and make satisfactory arrangements for circulation through the building.
- The layout of the flats within the building secures satisfactory vertical alignment of room uses. In conjunction with a scheme of sound insulation, that could be controlled by condition, it is considered that this would provide adequate safeguard for future occupiers from noise and disturbance within the building. The scheme could also control works to the party wall, in the interests of the living conditions of the occupiers of the adjoining property.

Continued/...

Item 2/10 : P/1556/05/DFU continued/...

- It is considered that the rear garden area of 171m², left-over after the extensions, would meet the reasonable needs of future occupiers of the flats in terms of both quantity and quality. Access arrangements to the garden from both flats would also be satisfactory.
- In view of the history parking and access issues are considered separately below. It is considered that there would be sufficient space left on the forecourt, after the provision of two parking spaces, for a combined scheme of refuse storage and remedial landscaping works to be provided in a manner that would preserve the character of the streetscene and the amenity of neighbouring occupiers. It can be noted that the previous application was not refused for this reason and it is not considered that there has been any material change in circumstances.

Details of disabled access to, and egress from, the building have been indicated on the ground floor plan. Subject to further details, that could be required by condition, it is considered that the proposal is acceptable in this respect.

3. Parking and Access (T13): Previous Reason for Refusal No. 1

Policy T13 expects new development to make appropriate provision for car parking, within the Council's maximum standards, and sets out the factors that developers need to consider in deciding the appropriate parking level. These relate to the nature and location of the proposal, the availability of alternative parking, access to other transport modes, measures to promote sustainable development, the potential to create significant on-street parking problems, and the potential for highway/traffic problems.

The existing dwelling, of five habitable rooms, generates a maximum standard requirement for two spaces (rounded up). Even if the garage is discounted due to its narrow width, this is met in the form of forecourt provision. The proposed ground floor flat (4 habitable rooms) would generate a standard maximum figure of 1.6 and the first floor flat (3 habitable rooms) of 1.4, giving a combined maximum requirement of 3 parking spaces (this includes visitor provision). The submitted drawings indicate the provision of two spaces on the forecourt and these are considered to be acceptable in terms of their size and layout. To justify refusal on the basis of a shortfall of one space below a maximum standard which includes visitor provision there must, therefore, be strong justification.

Turning to Policy T13 criteria:

- The proposal would form residential accommodation suitable for occupation by families or sharing households, and Hawthorn Drive is located within a suburban enclave equidistant from North Harrow and Rayners Lane district centres.
- A survey of Hawthorn Drive carried out on 26th September at 2pm found that five parking spaces were available on the opposite side of the road, fronting dwelling nos. 10-22A (evens). A further survey that day, at 8pm, found that three parking spaces were available to the return side of 60 The Ridgeway and outside no.1 Hawthorn Drive.

Continued/...

- Local bus services operate on The Ridgeway (H11) and Imperial Drive (H10). In addition both Rayners Lane and North Harrow district centres are served by London Underground stations.
- No measures for the promotion of sustainable travel choices are proposed.
- From the survey data it is evident that on-street parking capacity in Hawthorn Drive is limited, particularly in the evenings. However, the proposal would provide one space per flat with a 'shortfall' of only one space below the maximum and representing - in part - the visitor element of the standard. In these circumstances it is not considered that the proposal, in terms of the maximum parking standard, would unacceptably create (or exacerbate) on-street parking problems. Neither is it considered that the degree of overspill parking from the two flats proposed would be materially greater than that associated with the occupation of the existing house (or as could be extended) as a single family dwelling.
- Taking into account the narrow carriageway width of Hawthorn Drive and the number of crossovers it is recognised that conditions for the free flow and safe passage of vehicles are already constrained, and it is likely that conditions are exacerbated at school times. Nonetheless there is no evidence to demonstrate that the parking and access activity associated with the proposed flats would so significantly exacerbate these poor conditions as to justify withholding planning permission and it is therefore recommended that permission be granted.

4. Residential Amenity (H9): Previous Reason for Refusal No. 2

Paragraph 6.51 of the reasoned justification to Policy H9 recognises that the size of a property will influence the number of units which can be created and the consequent impact of conversions on surrounding properties. In the subject instance two units within the extended, semi-detached property would be created and each would be capable of accommodating a family or shared household.

In recent years there have been many instances of permission granted for conversion, with or without extension, of inter-war semi-detached dwellings to two flats. One such example, reported to the Committee in July this year, involved the conversion of a semi-detached dwelling with existing extensions on a corner site to two flats each of three habitable rooms at 12 Warham Road, Wealdstone (P/634/05/DFU). In recommending approval, the Chief Planning Officer's report concluded that:

"It is recognised that the intensity of the use of the building would be likely to increase as a result of the proposal, however it is not considered that this would be so significant as to be detrimental to the amenity of neighbouring occupiers".

The Committee agreed to grant planning permission in accordance with the recommendation.

Continued/...

It is not considered that the subject property, with the extensions proposed, is capable of conversion to provide two independent households of the size proposed. Two households in lieu of one would be likely to intensify comings and goings associated with the property at the front, activity within the building and use of the rear garden. However, there is no evidence to sustain the conclusion that, in this case, the associated increase in noise and general disturbance would exceed that normally considered to be acceptable in the conversion of such property to two flats. Accordingly it is not considered that the impact on neighbouring residents would be so unreasonable as to warrant refusal.

5. Consultation Responses

- blockage to emergency vehicles: it is not considered that the proposal would materially exacerbate emergency vehicle access
- out of character with single family houses: it is not considered that the conversion of this dwelling would materially change the overall character of the street as one of single family dwellings
- rear extension will exceed 3m high contrary to guidelines: amended to comply
- flats contrary to covenant: not a material planning consideration
- nothing changed since previous refusal: see report
- concern about building close to power lines (EDF Energy should be consulted): CEGB PowerGen consulted but no reply received; matter to be resolved between applicant and the statutory undertaker concerned
- loss of green view/openness: not considered to be so significant as to warrant refusal
- circumstances of extension differ from others in street: extension as previously considered and acceptable
- loss of/damage to trees: no protected trees on site and none considered to be of significant amenity value
- precedent: each application to be considered on its own merits
- will disrupt symmetry of houses/bungalows: extension as previously considered and acceptable
- loss of amenity during construction: not a material planning consideration
- proposal differs from flats at no. 14: noted
- tenants of bad attitude will affect street: not a material planning consideration

CONCLUSION

For all of 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.

REAR CONSERVATORY WITH RETRACTABLE ROOF

ABE HAYEEM for MR D BLEICH

RECOMMENDATION

Plan Nos: OS, Location Map, Drawing No.'s CL/1 – CL/7 and un-numbered sketches

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)
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.
- 3 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.

INFORMATIVES:

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 32 - The Party Wall etc Act 1996
- 3 **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:

SEP5 Structural Features

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

EP31 Areas of Special Character

EP33 Development in the Green Belt

EP34 Extension to Buildings in the Green Belt

SD1 Quality of Design

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

Continued/...

- D4 Standard of Design and Layout
- D12 Locally Listed Buildings
- D14 Conservation Areas
- D15 Extensions and Alterations in Conservation Areas
- D16 Conservation Area Priority

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Green Belt and Area of Special Character (EP31, EP33, EP34, SEP5, SEP6)
- 2) Character and Appearance of Listed Building and Conservation Area (D12, D14, D15, D16, D17, SD2)
- 3) Residential Amenity (SD1, D4)
- 4) Consultation Responses

INFORMATION

a) Summary

Area of Special Character: Special Character & Adv
Listed Building: Locally Listed
Conservation Area: Stanmore : Little Common

b) Site Description

- two-storey property in locally listed terrace on Little Common
- dwelling situated in Metropolitan Green Belt and Little Common Conservation Area
- Small patio to rear with 3m high rendered wall at end of garden
- No. 21 Little Common has recently been granted permission for an identical scheme
- Door and window serving kitchen at No.20 in rear elevation

c) Proposal Details

- construction of rendered walls at either side of rear patio area, with part retractable roof over extending to the existing rear boundary wall
- provision of WC with glazed roof and dining area with retractable roof

d) Relevant Planning History

- None

e) Applicant's Statement

- House is very small and the existing yard is rather claustrophobic – enclosed by a 2.7m high boundary wall to the south and a 2.1m high timber fence separating no. 19, and no.21
- No change is proposed to the front of the house, except for a possible bin enclosure
- The ground floor desperately needs a dining space

Continued/...

Item 2/11 : P/2658/05/CFU continued/...

- Retractable roof proposed gives the best of both worlds – provides the much needed dining space, and a 'green area' amenity space open to sky combined, without having any impact on the conservation area or adjoining neighbours, since it occurs in a very concealed space on the rear of the ground floor only
- Rear boundary wall is to be retained and this wall belongs to the owners of the terrace

f) Consultations

CAAC: 'No objections'

Advertisement Character of Conservation Area Expiry
08-DEC-2005

Notification Sent Replies Expiry
7 0 06-DEC-2005

Response: None

APPRAISAL

1) Green Belt & Area of Special Character

Policies within the adopted UDP seek to restrict extensions to houses within the Green Belt in order that they should not represent disproportionate additions or impact on the openness of the area.

The property is a small terraced house that has, in common with the rest of the terrace, no rear garden but only a small patio area. The house relies for its Green Belt setting on the open land of the common opposite, and not on the rear patio area which is enclosed by flank fencing to the north and south, the and a 2.7m high-rendered wall to the east. Thus while the proposal would infill the only open area of the site apart from the strip of planting at the front, its loss would not be significant in terms of setting. Furthermore the proposed retractable roof would allow for flexible use of the majority of the area, and thus it would not result in the total loss of an outdoor amenity space.

Thus the proposal is considered to be acceptable and would not detract from the character or openness of the Green Belt or the Area of Special Character.

2) Character and Appearance of Locally Listed Building and Conservation Area

20 Little Common sits within a terraced row, each house with a small area of open space to the rear. Subject to the use of a high quality of design, in principle there are no objections to this proposal for the reasons outlined below:

Continued/...

Item 2/11 : P/2658/05/CFU continued/...

The character of the area is identified through its semi rural ambience and open spaces. The glazed roof would retain the existing usage and character of the open-air amenity space to the rear of the property. The glazing gives an impression of being out doors, and the practical nature of the roof allows the area to still be open to the elements as required. The intimate nature of the space would be retained, however to retain the garden feel, plants would be necessary. Should this greenery be kept, the retractable glazing would respect the character of the conservation area and the appearance of the building.

As the proposal is to be located at the rear of the property, it will have minimal impact on the character of the conservation area and is therefore considered acceptable.

As 21 Little Common has been granted planning permission for the same design, this would seem to strengthen the application. In addition to this, since the retractable roofs would sit within a terrace, matching the neighbouring design would help to retain the architectural continuity.

3) Residential Amenity

The extension would project for a depth of 3.6m from the main rear wall of the house, to meet the existing 2.7m wall that runs along the rear boundaries of the gardens in this terrace. While the depth of the extension would exceed that normally considered to be acceptable in accordance with the Council's SPG for householder development, there are circumstances relating to this site which merit special attention.

First, while the applicant property has a door and window in the rear elevation that serve the kitchen, the main habitable living area on the ground floor is to the front of these properties. That room benefits from light coming through the main door and a relatively large front window facing the common. Also, the rear elevations of No. 20 and its neighbouring property to the north, No. 21 Little Common, are already partially obscured and overshadowed by the existing 2.7m high rear boundary wall, at a distance of 3.6m, as well as the two-storey rearward projection of No.22, further north. The proposed extension would be sited at the best possible orientation, to the north, in relation to No.19. It is considered that there would be no benefit in requiring the applicant to reduce the proposed depth to the normal 2.4m requirement for terraced houses, as the impact of the additional 1.2m would be negligible in these circumstances.

4) 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 grant.

TWO-STOREY DETACHED HOUSE (REVISED)

FIDLER ASSOCIATES for MR N NAGLE

RECOMMENDATION

Plan Nos: SP002 Rev E, P001-008 Rev E, 2537/LP-01

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following conditions:

- 1 Time Limit - Full Permission – Three Years
- 2 Materials to be Approved
- 3 PD Restriction - Classes A to E
- 4 Landscaping to be Approved
- 5 Landscaping to be Implemented
- 6 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), other than those shown on the approved plans 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.
- 7 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), other than those shown on the approved plans 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.
- 8 Restrict Use of Roof as a Balcony

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
D4 Standard of Design and Layout
D5 New Residential Development – Amenity Space and Privacy
SH1 Housing Provision and Housing Need
SH2 Housing Types and Mix
EP25 Noise

Continued/...

- EP43 Green Belt and Metropolitan Open Land Fringes
T13 Parking Standards
- 2 Standard Informative 23 - Considerate Contractor Code of Practice
 - 3 Standard Informative 32 - The Party Wall etc Act 1996
-

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Impact on character and residential amenity
 2. Parking and forecourt treatment
 3. Consultation responses
-

INFORMATION

This application is reported to the Committee as one petition in opposition of the development has been received.

a) Summary

UDP Key Policies: SD1, D4, D5, SH1, SH2, EP43, T13
Site Area: 880m²
No. of residential units: 1

b) Site description

- New site is to be formed from part of the original curtilage of 3 West Drive Gardens
- The wedge-shaped plot formed would cover an area of approximately 880m²
- The rear boundary of no.3 abuts Green Belt, Area of Special Character and Site of Nature Conservation Importance as designated in the UDP
- The east end of West Drive Gardens comprises substantial detached dwellings on wedge-shaped plots spread around the head of the cul-de-sac

c) Proposal details

- Two-storey detached dwelling with single storey front and rear elements; pitched roof over hipped to the front and rear
- Comprising of 9 habitable rooms, including loft space, with a foot print of approximately 118 m²
- West flank wall set minimum of 1.5 metres from, and running almost parallel with, west site boundary
- Eastern front corner coming within 1-metre of east boundary
- A forecourt depth of approximately 13 metres will be retained; gravel hardsurfacing proposes parking provision for 3 vehicles; the remainder of the frontage is to be soft landscaped
- The rear garden would have a minimum depth of 18 metres; the rear site boundary abuts the flank of the rear garden of no.11 West Drive
- All two-storey elements of the proposed dwelling would respect 45° horizontal planes drawn on plan from the nearest first floor corners of the adjacent dwellings
- An area is designated for the storage of refuse bins to the west of the proposed dwelling

Continued/...

d) Relevant history

P/2337/05/DFU	Two storey detached house	Application withdrawn on 26 August 2005
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EAST/1244/02/OUT	Outline: Detached house and garage & garage for existing house – Permission granted by the Development Control Committee on 16 December 2002, subject to various conditions.
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All matters were reserved, and only an illustrative site plan was submitted. The siting of the proposed dwelling in the current application closely resembles that of the illustrative site plan provided as part of this previous outline application.

e) Consultation LBH Highways Engineer

Response: No objections to the proposal as both no.3 and the new dwelling would have independent accesses, and as the access for the proposed dwelling would not cross onto the head of the cul-de-sac.

Notifications	Sent	Replies	Expiry
	48	2 letters 1 petition (83 signatures)	8 November 2005

Summary of responses: Detriment to the character of the area; unfortunate precedent; loss of privacy to neighbouring properties; substantial additional noise and disturbance; would not respect pattern of development; would detract from amenities of the occupiers; refusals of permission for new dwellings at 7 West Drive Gardens and land to the rear of 16 – 20 Bellfield Ave sets precedent against this application; over development of the cul-de-sac and detriment to traffic movement; a 2nd dwelling whatever size and design is wholly inappropriate in such a cul-de-sac; ruinous to the open character of adjacent greenbelt; visually obstructive and intrusive.

APPRAISAL

1. Impact on character and residential amenity

In principle the provision of an additional detached dwelling within the curtilage of 3 West Drive Gardens has been established under the outline planning permission granted (EAST/1244/02/FUL) in December 2002, albeit no details of design, access or siting were approved under this previous permission. The siting of the detached dwelling proposed in this current application bears close resemblance to the siting detailed in the illustrative site layout (drawing. no.0214/3a) for the outline permission.

Continued/...

The existing dwelling on the site, 3 West Drive Gardens, is a detached two-storey house with ground floor and first floor windows to the front and rear, which wrap around the facing flank walls. The front corner of the proposed dwelling would be sited approximately 2 metres from the front corner of no.3, and the flank wall would splay away from no.3 towards the rear. The forward projection of the single storey front element is also considered acceptable, as the existing building to the north of the cul-de-sac is non-uniform. No two-storey element of the new dwelling would transgress the 45° splays taken from the adjacent front and rear corners of no.3. Given this, and the oblique angle of the facing flank walls, it is not considered that an unreasonable level of overshadowing or loss of outlook would impact on the occupiers of no.3 as a result of the new dwelling. As there are no flank windows proposed in the elevation facing no.3 it is unlikely that a significant loss of privacy would result.

No.1 West Drive Gardens to the west of the subject site is a two-storey semi-detached dwelling with a cat-slide roof containing a side dormer, and an original single storey rear projection. At the closest point, the new dwelling would be sited approximately 3 metres from the rear corner of no.1. Taking a 45° horizontal plane from this rear corner of no.1, no first floor element of the new building would transgress this line. The single storey rear element of the new dwelling, where adjacent to no.1 would comply with the Councils Supplementary Planning Guidance using the 'two for one' rule. Given this compliance with the SPG and the westerly orientation of no.1 in relation to the new dwelling, it is not considered that the proposed two-storey dwelling would result in an overbearing or overshadowing form of development when viewed from the rear of no.1. The forward most element of the proposed dwelling would be set approximately 6 metres behind the front wall of no.1. Any protected windows in the flank wall of no.1, including the east facing dormer window at first floor level, would not be adversely affected by the new building. A condition is recommended that the two high-level windows in the west elevation shall be of purpose-made obscured glass to eliminate any potential overlooking of the property to the west.

In terms of private amenity space, both no.3 and the proposed site would be afforded substantial rear gardens. This is characteristic of the sites in the immediate locality. It is not considered that the reduction of the curtilage of no.3 would result in any adverse effects on the nearby Green Belt. The minimum rear garden depth of the new site, at approximately 18 metres, is considered sufficient to minimise any detrimental impact on the amenities of the occupiers of no.11 West Drive, whose garden abuts the site to the north. Although it is acknowledged that the proposal would intensify the use of the site, it is considered that the level of amenity space is acceptable in accordance with UDP Policy D5. It is considered, however, that any future extensions or outbuildings may potentially have a detrimental impact on the residential amenities of adjacent occupiers, therefore it is recommended that permitted development rights be removed by condition.

Continued/...

2. Parking and forecourt treatment

The proposed forecourt is to be part hardsurfaced with satisfactory provision for the parking of 3 vehicles. A new vehicle access and crossover is proposed at a maximum width of 3.5m, where set away from the west site boundary by 1m. The new crossover would replace one of the existing crossovers currently servicing no.3 West Drive Gardens. The Council's Highways Engineer has no objections to the proposal on highway grounds. Both no.3 and the new dwelling will be provided independent vehicle access, and the new access will not cross over onto the head of the cul-de-sac. It is not considered that the position of the replacement crossing would have a detrimental impact on highway or pedestrian safety or the free movement of traffic.

The remainder of the site frontage is to be soft landscape. A condition is recommended for details of landscaping to be provided and agreed upon by the Council prior to commencement of works to safeguard the appearance of the new site in the street scene. An area for the storage of refuse is detailed between the west flank wall of the new building and the site boundary. This would be screened from no.1 by the existing sheds at this next-door site.

3. Consultation responses

- It is not considered that the proposed new dwelling would be detrimental to the character of this residential area, subject to approval of materials to be used
- Each planning application is determined by its individual merits in light of Council policies; the grant or refusal of an individual application does not automatically set a precedent for a another site, which inevitably will have different site circumstances
- The siting and orientation of the proposed dwelling largely maintains the existing levels of privacy afforded by the adjacent properties
- The potential for a new dwelling on this site has already been established under the previous outline permission EAST/1244/02/OUT
- Noise and disturbance from construction work is addressed in the 'Considerate Contractors' informative
- The Councils Highways Engineer was consulted and had no objections to the proposed parking and access
- The resultant rear amenity space at both no.3 West Drive Gardens and the proposed site is sufficient to protect the open character of the Green Belt

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.

REPLACEMENT HOUSE AND GARAGE (REVISED)

WIDE SKY ARCHITECTS for WIDE SKY ARCHITECTS

RECOMMENDATION

Plan Nos: 0023.50B, 0023.51C, 0023.60, 0023.61, 0023.62, 0023.102

GRANT permission in accordance with the development described in the application and submitted plans, subject to the following conditions:

- 1 Time Limit – Full Permission – Three Years
- 2 Materials to be Approved
- 3 PD Restriction - Classes A to D

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

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D14 Conservation Areas

D15 Extensions and Alterations in Conservation Areas

T13 Parking Standards

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

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Character of Conservation Area
2. Neighbouring Amenity
3. Parking
4. Consultation Responses

Continued/...

INFORMATION

This application is reported to the Committee at the request of a Nominated Member

a) Summary

2004 UDP Key Policies: SD1, SD2, D4, D15, D16, T13

b) Site description

- Subject site is located at the northern end of Powell Close, at the head of the cu-de-sac, within the Canons Park Estate Conservation Area
- The irregular shaped plot flanks the rear gardens of 10-22 Dukes Ave to the west, and no.7 and 5 Powell Close to the east and south of the site
- The existing dwelling is a detached, two-storey house with features characteristic of the Conservation Area
- A double detached garage is sited in the south-west corner of the site
- A large detached building has recently been erected in the rear garden; this has been subject to planning enforcement and a retrospective application is to be submitted in light of this
- The remainder of the site is extensively landscaped including mature trees and hedgerows

c) Proposal details

- The revised replacement dwelling under consideration in this current application is largely comparable with that previously approved; however the following alterations are proposed:
 - A basement level added, to include a gym, home entertainment and games room. The basement would not be visible from the street scene and only evident externally from the east elevation due to the external steps leading down, and the windows just below ground level
 - No alterations to the front elevation; only revisions to the side elevations to include repositioning of some windows
 - The parapet wall and the lean-to glass roof over the conservatory to the rear has been replaced with a crown roof which hips away from the east boundary; addition of a 'lantern' style roof light
 - The proposed roof over the single storey rear element is to part obscure the balcony from the rear elevation
 - The internal floor layout has been altered, however this has no impact on material planning considerations

d) Relevant history

- P/2610/05/DFU – Replacement fence – Currently under consideration
- P/501/03/DFU – Replacement house and garage & P/503/05/DCA – Conservation Area Consent: Demolition of house and garage – Both applications refused by the Council 4 November 2003 for the following reason: Continued/...

Item 2/13 : P/2384/05/DFU continued/...

“The proposed dwelling is considered to be unacceptable as a replacement of the existing building, as the existing building provides a positive contribution to the character and appearance of the conservation area, and its replacement would fail to preserve or enhance the appearance and character of this part of the Conservation Area.

- Appeals lodged (ref. 3141 & 3142) to the Planning Inspectorate – The decision was allowed 23 June 2004 for the demolition of the existing house and garage, and rebuild of a replacement house and garage. Although the Inspector agreed that the appeal site did make a positive contribution to the character and appearance of the Conservation Area, he conceded that, due to serious structural defects, the cost of preserving the existing building could well exceed the cost of its replacement. He ultimately concluded that the proposed new dwelling would be in keeping with the traditional building style of Canons Park Estate, and would maintain the appearance and character of the Conservation Area.
- As a result of the appeal application, the site currently has permission for the following:
 - A two-storey detached house with half-hipped roof ends, comprising 5 bedrooms over 3 floors (including loft space)
 - Floor area is slightly wider and deeper than the original dwelling, however covers roughly the same footprint
 - Double garage with pitched roof, providing playroom and storage in the roof space

e) Consultation

Harrow Conservation Area Advisory Committee
Response: No objections

LBH Conservation Officer

Response: Basic principle and overall design already approved following Inspectors decision; no objections to the basement development; no objections to the altered windows on side elevations; design of balcony cutting into roof could be improved however is not dramatically different to the approved; proposed roof light is excessively large and incongruous; a condition should be recommended to approve details and remove permitted development rights.

Notifications	Sent	Replies	Expiry
	38	2	23 November 2005

Summary of responses: Concerned about the structural effect on adjacent properties from work on basement; Council should control hours and methods of work; Council should not suspend CPZ system during works; works should not be permitted in weekends; all deliveries should be made in non-peak traffic hours; addition of basement would mean house would be one-third larger; serious over-development of the site; out of keeping with other houses in the close; not in keeping with character of conservation area.

Continued/...

APPRAISAL

1. Character of Conservation Area

The principle for the demolition of the existing house and erection of a replacement dwelling has been established under the previous appeal. The design and character of the revised dwelling has remained essentially unchanged. The front elevation, which is visible at the head of the cul-de-sac, has not been altered from that originally given permission. The addition of the proposed basement level and the alterations to the windows in the side elevations would have nominal impact on the character of the Conservation Area. The alterations to the rear elevation concerning the roof over the single storey rear element would not be visible from the street. The projecting roof light has been reduced in height so that it does not obscure the first floor window at the rear. Although the proposed crown roof has a somewhat awkward relationship with the first floor rear balcony, it is not considered that this would be any more visually detrimental to the character of the dwelling than what currently has approval.

2. Neighbouring Amenity

The alterations proposed to the approved scheme are not considered to have a detrimental impact on the amenities of neighbouring occupiers. Although the addition of the basement level would increase the floor area of the dwelling, the use of the dwelling would remain that of a single dwelling house. The footprint of the dwelling has not increased, and the amenity space provided is considered appropriate for the scale of development. The increased floor area is not considered to result in an over-intensive use of the site. The alterations to the rear have provided a crown roof over the single storey rear element, which hips away from the boundary shared with 7 Powell Close. The eaves height adjacent to this boundary now scales at approximately 2.5 metres, as opposed to the c4m height of the previously approved parapet along this boundary. The alterations at the rear are deemed an improvement in terms of residential amenity with regard to the occupiers of no.7. None of the changes to the

windows in the side elevations are considered to give rise to unreasonable levels of overlooking over and above that of the approved scheme.

3. Parking

There are no changes to the siting, size or design of the double garage. The forecourt still provides parking space for 3 vehicles, which is more than is required.

4. Consultation Responses

Having regard to objections received, it is considered that the majority of points raised have been dealt with in the body of this report. Other points are addressed below:

Continued/...

Item 2/13 : P/2384/05/DFU **continued/...**

- Works concerning structural soundness, stability etc are dealt with under Building Regulations
- 'Considerate Contractors' informative has been added which relates to hours/methods of work which should be undertaken

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 AND SINGLE STOREY REAR EXTENSION, CONVERSION TO TWO SELF-CONTAINED FLATS AND ONE DWELLING, PARKING AT FRONT AND REAR

MARY SHEPHERD

RECOMMENDATION

Plan Nos: 599/01c, 599/02c, 599/03c, 599/04c, 599/05c, 599/06c, site 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 Permission – Three Years
- 2 Materials to Match
- 3 Glazing - Future 2
- 4 Noise - Insulation of Building(s) – 4
- 5 Refuse Arrangements – Buildings
- 6 The use hereby permitted shall not be commenced until a scheme of landscaping of the front and rear gardens, to include details of the screening of the bin-store, has been submitted to, and approved in writing by, the local planning authority
REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development
- 7 Landscaping to be Implemented

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

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. 2-storey side to rear, single rear extensions (SD1, D4, D5)
 2. Conversion of dwelling house to flats (H9, EP25, SH1, SH2)
 3. Traffic and highway safety/parking (T13)
 4. Character of area and residential amenity (SD1, D4, D5, D9)
 5. Consultation responses
-

INFORMATION

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

a) Summary

No of residential units:	Existing:	1	Proposed:	3
Car Parking	Standard:			4 max
	Justified:			see report
	Provided:			4
Council interest:		none		

b) Site Description

- End of terrace dwelling located on corner of Malvern Avenue and Exeter Road
- Forecourt mostly hard surfaced with vehicle crossover at street corner, low wall to front boundary and c.1.8m close boarded fence to side boundary; on-street parking not resident permit controlled
- Rear garden extends to an approximate depth of 20 metres (approximately 170m² area) with double garage at far end abutting boundary with 186 and accessed off Exeter Road
- Attached neighbour (186) has 3.5m deep single storey rear extension

c) Proposal Details

- It is proposed to convert the semi-detached property to two self-contained flats and one 2-bedroom house
- Single and 2-storey side and rear extensions are also proposed
- The flats would be located in the original house and part of the single storey rear extension. They would be accessed via the existing entrance door, with internal arrangements to facilitate access to the upper unit in the lobby area. A ramp to the entrance door is proposed to facilitate disabled access to the ground floor unit
- The house would be located in the proposed 2-storey side to rear extension and the remainder of the single storey rear extension. It would be accessed via a door in the front elevation of the 2-storey side extension
- Front elevation of side extension would be in line with front elevation of existing building; ground and 1st floor flank elevation would be set in from boundary with Exeter Road by 1m; outside 1st floor flank elevation of 2-storey rear extension would be set in by additional 0.5m

Continued/...

Item 2/14 : P/2185/05/DFU continued/...

- Rear extensions would project 3.5m from existing rear elevation in line with existing extension to attached neighbour

Changes from previously refused scheme:

- no. of proposed units reduced from 4 apartments to 1 house and 2 apartments, and internal layout revised
- flank wall of side extension set in from side boundary by 1m
- outside 1st floor flank wall of 2-storey rear extension set in from side boundary by 1.5m

d) Relevant History

P/3281/04/DFU	2-storey side to rear; single storey rear extension; convert to 4 self-contained flats with parking at front and rear	REFUSED 10-FEB-2005
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- Reasons for refusal:

1. The proposed 2 storey side and rear extensions, by reason of excessive bulk, prominent siting and unsatisfactory design, would be unduly obtrusive with inadequate space about the buildings and would detract from the established pattern of development in the street scene and the character of the locality
2. The proposed conversion would result in an over-intensive use of the property which, by reason of associated disturbance and general activity, would detract from the residential amenities of the occupiers of neighbouring properties and be out of character in the locality
3. The proposal makes no provision for access to the rear garden from the first floor flats and thus provides an inadequate standard of amenity for the future occupiers
4. The internal layout of the proposed flats would be likely to give rise to unreasonable levels of noise transmission between the units, to the detriment of the amenities of future occupiers
5. The proposal does not include satisfactory arrangements for the disposal and collection of waste arising from the development
6. The submitted plans do not include provision for disabled access to the ground floor units
7. The proposed parking arrangements at the front would be likely to give rise to conditions prejudicial to the safety of pedestrians and other users of the adjacent highways, and would result in the loss of potential green space on the frontage

e) Applicant's Statement

- None

f) Notifications

Sent: 12

Replies: 1

Expiry: 26/10/2005

Summary of Responses: no objection to proposed development

Continued/...

APPRAISAL

1. Single and 2-storey side and rear extensions

As part of the proposed conversion to one house and 2 apartments, it is proposed to construct extensions to the side and rear of the existing building.

In a change from the previous application, the proposed 2-storey side extension would project 3.6m from the flank elevation of the existing building with its flank elevation set in from the side boundary with Exeter Road by 1m. Its front elevation would be in line with that of the existing building at both ground and 1st floor levels, and the extension would have a full height hipped roof. This is considered an acceptable reflection of the existing terrace's established character. Given the 1m set in from the side boundary, it is considered that this extension would not appear unduly bulky in the streetscene and would retain sufficient space about the building. As the nearest neighbouring property on this side is separated from the application site by Exeter Road, there would be no impact on that property.

The single storey element of the proposed rear extension would project 3.5m from the ground floor rear elevation of the existing dwelling and its attached neighbour. It would abut the boundary with the attached neighbour and line up with the flank wall of the 2-storey side extension, and would incorporate a pitched roof with a mid-point height of 3m high flat roof. Given that this extension's height and depth are the same as those of the existing rear extension to the attached neighbour, it is considered that its impact on the amenity of the neighbouring occupier would be acceptable.

The 1st floor element of the proposed rear extension would be set away from the boundary with the attached neighbour by 5.2m. It would comply with the 45-degree code in relation to no. 186 and the orientation of the properties is such that undue overshadowing or loss of light would not result. It would be set 1.5m in from the boundary with Exeter Road, 0.5m more than the 2-storey side extension, with a subordinate roof over. This extension would comply with householder guidance and it is not considered that it would have an adverse impact on the character of the existing dwelling or the amenities of neighbouring occupiers.

2. Conversion of dwelling to one house and 2 flats

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

In a significant change from the previously refused scheme, the revised proposal comprises a 2-bedroom house, a 1 bedroom ground floor apartment, and a 2-bedroom 1st floor apartment. The proposed house and 1st floor flat would comprise of 3 habitable rooms, whilst the ground floor flat would comprise 2 habitable rooms. All 3 units would exceed the Institute of Environmental Health standards for habitable floorspace. It is therefore considered that the conversion would not result in overcrowding.

Continued/...

The proposal would not result in a reduction in the availability of single family dwelling houses on Malvern Avenue. Having regard to the Council's policy and guidelines, it is not considered that the proposal would constitute an over-intensive use of the site, nor is it considered that any detrimental change to the single-family dwelling house character of Malvern Avenue would occur as a result of the proposed conversion. Furthermore, given the policies of the Council in respect of meeting housing need and facilitating of a range of housing types and sizes, it is considered that the proposal should be favoured.

Standard of sound insulation measures between units

The vertical arrangement of the proposed layout would be generally acceptable in terms of noise reduction. Furthermore, the noise insulation condition suggested would serve to negate potential noise disturbance within the converted property and between it and the attached neighbour.

Amenity space

In terms of outdoor amenity space, the property currently has a rear garden area of approximately 170m² although construction of the proposed extensions would reduce this area to approximately 140m². This area would be sub-divided to enable all three units to have their own private amenity areas. This level of provision is considered to be acceptable in accordance with the advice given in policy H9, which states that all units in conversions involving end of terrace properties should normally have access to rear gardens.

Front garden/forecourt treatment

The existing forecourt is mostly hard surfaced, although this is screened by the existing hedges to the front and side boundaries. The proposal to convert the property into 1 house and 2 apartments includes provision for 4 off-street parking spaces. Two of these spaces would be in the existing double garage at the rear of the property, with access from the existing rear service road. The remaining 2 would be located at the front of the property. However, in a change from the previous scheme, these spaces would be served by a new 3.6m wide crossover sited 3m away from the street corner. The existing crossover sited on the street corner would be closed. It is considered this proposal represents an opportunity would substantially improve road safety in the vicinity of the site as well as representing an opportunity to increase the amount of frontage greenness in order to enhance the attractiveness of the area, and the appearance of the property in the streetscene.

The submitted plans show a gently graded ramp to the front entrance of the ground floor unit. This is considered acceptable in providing disabled access to this unit in accordance with policy H18. They also show provision for 3 refuse bins adjacent to the Exeter Road boundary and screened by a 1m high wall. Although this level of provision is deficient by 3 bins (1 per unit) satisfactory provision could be secured by condition.

Continued/...

3. Traffic and Highway Safety

As a single family dwelling house, the existing property generates a maximum parking requirement of 1.8 spaces, including 0.2 for visitor provision. Following conversion to 1 house and 2 flats the property would generate a maximum requirement for 4 spaces, including 0.6 spaces for visitor provision. The submitted plans show provision for 4 off-street parking spaces, 2 at the front and 2 at the rear of the property. At present, the forecourt parking area is accessed via a vehicle crossover on the street corner. However, the submitted plans show the proposed forecourt parking area located adjacent to the boundary with no. 186 and accessed via a new 3.6m wide crossover sited 3m from the corner. As stated above, this combined with the closure of the existing front crossover would significantly improve road safety in the vicinity as the removal of the existing crossover would reduce the potential for conflicts on the corner of Malvern Avenue and Exeter Road.

The layout of the rear parking area would enable vehicles to enter and exit the rear service road in a forward gear and is therefore considered not to be prejudicial to users of the adjacent highway.

4. Character of Area & Residential Amenity

Given that the proposal complies with the criteria set out in policy H9, it is not considered that any detrimental change to the character of Malvern Avenue would occur as a result of this proposed conversion. Whilst it is recognised that activity at the front of the property would be likely to intensify due to its occupation by three households, it is not considered that the effect of this would be so significant as to harm the character of this part of Malvern Avenue.

Similarly, given that the proposed conversion complies with the criteria set out in policy H9, and that the extensions comply with householder guidance, it is not considered that the proposal would be detrimental to the amenities of adjoining owners

5. 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 grant.

BUILDERS YARD TO REAR OF 2-24 WALTON ROAD, HARROW P/2536/05/COU/RJS

Ward: Marlborough

OUTLINE: RESIDENTIAL DEVELOPMENT

MR T EDENS for MASTERSON HOLDINGS

RECOMMENDATION

Plan Nos: drawing: site 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 – Outline Permission – 3 Years
- 2 Outline – Reserved Matters

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:

SH1 Housing Provision and Housing Need

SH2 Housing Types and Mix

T13 Parking Standards

T15 Servicing of New Developments - Council's Adoptable Standards

H4 Residential Density

H7 Dwelling Mix

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

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Residential Character & Neighbouring Amenity (SH1, SH2)
- 2) Housing Policy (SH1, SH2, H4)
- 3) Employment Policy (EM15)
- 4) Parking and Highway Considerations (T13)
- 5) Consultation Responses

Continued/...

INFORMATION

a) Summary

Site Area: 1085 m²
Council Interest: None

b) Site Description

- Wedge shaped site comprising a hard-surfaced builders yard with ancillary buildings and uses and materials/ equipment;
- The site is enclosed and situated to the rear of properties fronting Walton Road and Headstone Drive;
- Site accessed via an access road off Walton Road near the junction with Headstone Drive;
- Tyneholme Children's Nursery forms the eastern boundary of the site with the rear gardens of residential properties on Queens Walk, Walton Road and Headstone Drive forming the south, west and north boundaries respectively.

c) Proposal Details

- The proposal is an outline application that seeks approval of the principle of the change of use of the site from the existing use as a Builder's Yard to use for residential purposes. No details of siting, access, design, external appearance have been provided and would be the subject of a later application if this 'in principle' change of use of the site were deemed to be acceptable.

d) Revisions from previous scheme

- The prior refused scheme for 7 flats has not been revised or scaled back, rather the agent has chosen to lodge a blank outline application to test whether the change of use of the site from a builder's yard to residential purposes might be acceptable in principle.

e) Relevant Planning History

HAR/5005B	Erect builders offices/ stores/ garage	GRANTED 19-APR-1955
HAR/5005/C	Erect joinery workshop	REFUSED 22-JAN-1959
LBH/29926	Single storey storage building	GRANTED 04-AUG-1986
HAR/5005/D	Extend offices covered area (outline)	REFUSED 29-JUN-1965
P/1423/04/CFU	Redevelopment to provide 12 flats in detached 2-storey. Terrace with access and parking	WITHDRAWN 26-JUL-2004
P/2712/04/CFU	Redevelopment to provide 7 flats in detached two-storey terrace with access and parking	REFUSED 10-FEB-2005

Continued/...

REASONS FOR REFUSAL:

1. The proposed development, by reason of excessive site coverage by building and hard surfacing, lack of space around the building and first floor layout, would amount to overdevelopment of the site to the detriment of future residents and the character of the area.
2. The proposed development, by reason of excessive height and bulk of the building, would be overbearing and obtrusive in relation to the garden and amenity space of the adjoining residents at the southern and south-western end of the site, to the detriment of the visual and residential amenities of the occupiers thereof.
3. The proposal does not provide adequate access to a highway and the access road, by reason of poor standard and layout and inadequate manoeuvring space would be unacceptable for a residential development as proposed, to the detriment of the visual and residential amenities of future and neighbouring occupiers.

f) Applicant's Statement

A statement has been submitted by the applicant's agent and concludes as follows:

- There were two recent applications for residential development on site;
- It is clear from recent decision notice for application P/2712/04/CFU that residential use is acceptable in principle, and would be consistent with current thrust of PPG3, however the application failed on matters relating to detail, in particular by reason of bulk and massing of the residential units proposed;
- The decision of the Council was not tested at appeal;
- A third reason of refusal related to access, in that there was inadequate manoeuvring space within the development. This is a design matters and outside of the scope of this current application;
- There is already unrestricted access to the builders yard for vehicles and rigid lorries up to 17 tons axle weight. To remove noise and nuisance from such vehicles will introduce positive environmental benefits to surrounding dwellings;
- Potential number of vehicle trips that will arise from a proposed residential development should not be material greater than that of the lawful use as a builder's yard;
- The physical constraints of the site will restrict the number of residential units that can be built;
- The previous application proposed only seven units, so it is likely that any permitted scheme will be for less units;
- This application is being submitted in outline with all matters reserved so that once approved, the detail of the scheme can be worked up by way of pre-application discussions with the planning department prior to the submission of a reserved matters application.

Continued/...

g) Consultations

Environment Agency: Unable to respond
Thames Water: Unaffected by proposed development, therefore have no comments.

Notification	Sent	Replies	Expiry
	42	2	25-NOV-2005

Response: access is not a public road as it is solely for access to garages of home owners along Headstone Drive and Walton Road; single width lane would not allow contra flow of traffic; insufficient space for footpath to allow safe pedestrian access to site; access by emergency services would not be possible; restriction of access to existing garages/ on site parking spaces; extreme parking problem in area already; application is vague and provides not detail of real intention; development will impact upon existing amenities; development will be likely to create an unacceptable increase in traffic; two prior applications have been refused.

APPRAISAL

1) Residential Character & Neighbouring Amenity

The property is a previously developed brownfields site and therefore suitable in principle for residential development of some form. Given that the character of the locality is predominantly 2-storey residential with the exception of the subject property (builder's yard) and adjoining nursery and clinic, the loss of the site for use as a builder's yard with lorries, heavy machinery and associated noise, activity and disturbance is not considered objectionable.

The application site is limited by its wedge shape and relationship with adjoining residential properties. Any future application for site would be required to critically address and respond to the shape of the site (along the east and south boundaries of the plot), the established character of the area, and its orientation to the access road

For Reference : It is envisaged that a reasonable level of residential development for the site would be for 1 or 2 dwellings.

2) Housing Policy

Council policy recognises the need to provide additional housing, however such development must take into account (among other things) the need to protect and safeguard the established character of the locality and amenity of surrounding residential areas. This application is not for the consideration of such matters relating to the form of a proposed development, however would be the subject of a later application that would need to reflect the character of the area and have critical regard to the potential harm that could be caused over the amenity of neighbouring residents.

Continued/...

3) Employment Policy

UDP policy generally resists the loss of such land from the current use (B1, B2 or B8) to other uses. However given the residential character of the locality and nature of the current use and associated effects on neighbouring amenity, residential redevelopment is not considered objectionable.

4) Parking and Highway Considerations

A previous objection was raised on the basis that: the proposal does not provide adequate access to a highway and the access road, by reason of poor standard and layout and inadequate manoeuvring space would be unacceptable for a residential development as proposed, to the detriment of the visual and residential amenities of future and neighbouring occupiers. However it is highlighted that this objection was raised with respect of the residential scheme for 7 flats. This application is not for the consideration of such matters relating access & parking, as such matters would be the subject of a later application that would need to provide full and adequate detail of how such issues would be addressed. However it is noted that the details nominate that the property at 2 Walton Road, is in the same owner and may provide some flexibility in addressing access issues at a later date.

5) Consultation Responses

Issues raised within the consultation responses have largely been addressed within the 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 approval.

**THE PAVILION AT WHITCHURCH PLAYING FIELDS,
WEMBOROUGH ROAD, STANMORE**

2/16

P/2475/05/CVA/SC2

Ward: BELMONT

VARIATION OF CONDITION 4 OF P/1136/05 TO ALLOW
OPENING 7AM –7PM 7 DAYS A WEEK; REMOVE
CONDITION 5 (TEMPORARY FOR 5 YEARS)

POTTERS HOUSE NURSERY

RECOMMENDATION

Plan Nos:

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 use hereby permitted shall not be open outside the following times: 7:00 – 19.00 hrs 7 days a week

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
- C4 Nursery Provision in Other Premises
- D4 Standard of Design and Layout
- T13 Parking Standards
- D17 Article 4 Directions

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Visual and Residential Amenity (D4, SD1)
- 2) Parking and Access (T13)
- 3) Consultation Responses

Continued/...

INFORMATION

a) Summary

Council Interest: Council Owned

b) Site Description

- Pavilion building at Whitchurch Playing Fields, adjacent to Whitchurch First and Middle School
- Building vacant since burst water main in 2000 and has fallen into disrepair and suffered from vandalism
- Part of building used by playgroup previous to 2000, with remainder used for changing facilities related to playing fields
- Lease particulars for repair and refurbishment scheme released by Harrow Council in January 2004, to include refurbishment of entire building with part to be kept for changing facilities for playing fields
- Carpark adjacent to building used for school and playing fields
- Access from Wemborough Road to drop-off/pick-up area for schools

c) Proposal Details

- Variation of Condition 4 of previous permission P/1136/05 to allow opening from 7am – 7pm 7 days a week and the removal of Condition 5 which gave a temporary use fro a period of 5 years
- Previous permission was given for a change of use of part of the ground floor to use as a day nursery and after school club for up to 70 children
- Planning permission was granted on the 28th July 2005
- Pavilion has remained vacant since this permission
- Carpark and access adjacent to be shared with schools

d) Relevant Planning History

P/1136/05/CFU	Change of Use of Part of Ground Floor to Use as Day Nursery and After School Club for up to 70 People	GRANTED 28-JUL-2005
LBH/9712	Use of Part of Pavilion for Playgroup	GRANTED 11-DEC-1973
LBH/9712/3	Continued Use of Part of Pavilion for Playgroup	GRANTED 25-MAR-1977
		Continued/...

e) Consultations

Notification	Sent 8	Replies 0	Expiry 10-NOV-05
Response:	None		

APPRAISAL

1) Visual and Residential Amenity

The use of the applicant property as a day nursery and after school club has been established by the previous permission and such a use would ensure an improvement to the buildings appearance from its current vacant state. Conditions 4 and 5 of the previous permission restricted both the opening hours and the length of the use permitted for the pavilion at Whitchurch Playing Fields.

Condition 4 restricted the opening hours of the permitted use to between 07.00hrs and 19.00hrs Monday to Friday with no allowance for the use to be carried out at weekends or on bank holidays, unless otherwise agreed in writing by the Local Planning Authority. The rationale for this condition was to protect the character of the area and for the interests of highway safety. The applicant however, wishes to continue to use the building throughout the weekend. While the day care facility will not open at weekends the applicant wishes to make available the day nursery and additional accommodation (on first floor) for community use citing Saturday School or resource training for community groups as examples. The surrounding area accommodates a large amount of parking spaces, which are used by Whitchurch First and Middle Schools. In granting the previous permission and allowing opening hours between 07.00 and 19.00 hrs Mon – Fri, the Council felt that the existing parking facilities would have been able to deal with the possible extra traffic and number of journeys that the use of Whitchurch Pavilion as a day nursery and after school club would generate. The fact that many of those parents who use both schools would also avail of the Pavilions services was also noted.

The Council feels that the use of Whitchurch Pavilion during weekends would not contravene Council Policy regarding highway safety as the adjoining schools would be closed. The traffic implications of extending the opening hours to cover weekends would not significantly impact on the character of the locality. Furthermore the Council feels that the benefit from community use of the pavilion during weekends would far outweigh any traffic implications during the weekend.

Continued/...

The current application also wishes to remove condition 5 of the original application. This restricts the duration of the use to a 5-year period from when the original permission was issued. It was attached to the previous permission 'in the interests of highway safety and to permit reconsideration in the light of circumstances then prevailing'. The applicant wishes to remove condition 5 because, in their opinion, a 5-year time limit from the approval date is not sufficient to spread the recovery of the investment.

A substantial investment is required in order to restore the building to working use as the pavilion is currently in a poor state of repair following vandalism since a burst water main forced the closure of the building in 2000. New windows and doors to the entirety of the property would be provided and would match those on the original building, as required by condition 2 of the original permission.

The Council feels that the removal of Condition 5 would ensure a refurbishment of the building in order to accommodate a use that is suitable to both the building and the surrounding area. Such a refurbishment would result in improved visual amenity for the neighbouring residents and users of the school/playing fields. The proposal would bring the building back into use and thus would raise vigilance and security of this part of the extended school property. This would have a positive effect for the users of the school and the nearby residential properties. The benefits resulting from a substantial investment in the refurbishment of the pavilion far outweighs any highway safety concerns, one of the reasons for the attachment of condition 5 to the original permission. This is due to the fact that the proposed nursery facility would have sole use of the 65 car parking spaces designated for users of the park (mostly empty during day) in addition to the extensive car parking facilities available in front of the pavilion for parents dropping and picking up children from Whitchurch School.

Given the distance (over 70m) to the nearest residential properties opposite on Wemborough Road, it is not considered that the proposal would impact on residential amenity.

4) 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 grant.

SINGLE AND TWO STOREY SIDE, SINGLE STOREY REAR EXTENSION; CONVERSION TO TWO SELF-CONTAINED FLATS

A J EMMANUAL for MR A RAI0

RECOMMENDATION

Plan Nos: 403/RP/01, 403/RP/02A, 403/RP/03B, 403/RP/04 & 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 Permission – Three Years
- 2 Materials to Match
- 3 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.
- 4 Refuse Arrangements - Buildings
- 5 Noise - Insulation of Building(s) - 4
- 6 Landscaping to be Approved

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

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

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

INFORMATION

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

a) Summary

Car Parking	Standard:	2.8 (max)
	Justified:	See report
	Provided:	2
Number of Residential Units:	Existing:	2
	Proposed:	2
Council Interest:	None	

b) Site Description

- 2-Storey, semi-detached property situated on the western side of Clewer Crescent;
- Hard-surfaced front garden with vehicle crossover access;
- Dwelling is setback approximately 6m from public highway;
- No existing extensions at the site; No.15 has a single storey rear extension to a 2.5m depth;
- Existing rear garden depth is approximately 25m and is wedge shaped;
- Only 3 other dwelling house conversions to self-contained units in Clewer Crescent;

c) Proposal Details

- Single storey rear extension to 3m depth
- Two storey side extension
- Conversion of dwelling to two self-contained flats: 1 x 1 bedroom (groundfloor), 1 x 3 Bedroom (ground / first floor)
- Separate front entrance for each flat

Continued/...

- Existing front curtilage parking for two cars to be retained
- Private rear garden space allotted for each unit

d) Relevant History

- P/893/05/DFU 29-JUN-2005

Dev: As current description

Dec: Ref

1. The proposal makes no provision for access to the rear garden from the first floor flat and thus provides an inadequate standard of amenity for the future occupiers thereof.
2. The proposed side extension, by reason of excessive bulk and prominent siting, would be unduly obtrusive in the streetscene, and would be detrimental to the visual and residential amenities of the adjacent property, and the character of the locality.
3. The proposed parapet wall, by reason of its height, design and prominent siting, would be detrimental to the visual and residential amenities of the occupiers of the adjoining property and the character of the locality.

e) Consultations

- Highways & Transportation – No objection

f) Notifications

Sent: 7

Replies: 3

Expiry: 2nd Sept 2005

Summary of response: Increased pressure on parking, increase in traffic, character of area, loss of privacy

APPRAISAL

1. SINGLE STOREY REAR EXTENSION

The application proposes a single storey rear extension to a depth of 3m with a pitched roof over to a mid-point pitch height of 3m. The extension would span across the entire width of the dwelling, abutting both flank boundary lines.

The adjoining dwelling at no.15 has a single storey rear extension to a depth of 2.5m, abutting the shared boundary. By complying with the relevant SPG for such development it is considered that no unreasonable impact would be imposed on this property.

Continued/...

The adjacent dwelling at no.11 has not been extended to the side or rear and due to the change in building line and the angle to which this dwelling is set off from the applicants, the proposed rear extension would only project approximately 1m beyond the rear of no.11, and hence it is considered that no adverse impact would be imposed on the property.

2. SINGLE AND TWO STOREY SIDE EXTENSION

Revised changes to the previously refused application include the provision of a 1m front first floor set back and a subordinate roof over, and the removal of a parapet wall running down the flank of the side extension from the scheme.

The proposed single and two-storey side extension would attach to the southern flank of the dwelling. The extension at single storey would span to abut and run down the property's slanted side plot at ground level, while at first-floor level the flank wall would be square to the original flank wall at a width of 2.6m.

At first-floor a set back of 1m as well as a subordinate roof over, has been provided in accordance with the Council's guidelines for such a development.

At ground floor the extension would run into the proposed rear extension to project 3m beyond the rear of the dwelling, as previously described.

At first floor the extension would run to the level of the dwellings' rear wall. At this depth the first floor element would fall over 2m short of the depth of the rear of the adjacent dwelling at no.11, due to the difference in building line, and with only an obscured glazing hall window in the flank wall of no.11, it is considered that no adverse impact would be imposed on the property.

3. CONVERSION POLICY

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

The smaller of the two flats would be situated within the ground floor of the original dwelling and single storey rear extension. It would comprise 2 bedrooms, a kitchen, bathroom and living area.

The larger of the two flats would be situated in the proposed two-storey side extension and the first-floor of the original dwelling. It would comprise 3 bedrooms, a kitchen, bathroom and living area.

The submitted plans show the layout of the rooms in each unit to be acceptable in relation to one another as well as an appropriate vertical alignment.

The standard of sound insulation measures between units

The acceptability of the internal layout is acknowledged above and it is considered that the proposed layout would be acceptable in terms of noise reduction. Sound insulation measures can be controlled by condition and therefore, subject to this, this proposal is not considered to affect the amenity of the adjoining dwellings by way of noise and/or disturbance.

Continued/...

The level of useable amenity space available

The garden arrangement has been revised from the previously refused application, to provide a section of garden for each proposed flat.

The property has a wedge shaped rear garden to a depth of approximately 23 metres (taking into consideration the proposed single storey rear extension) and an overall area of approximately 80m². It is proposed that the property's rear garden would be split between the two units. A boundary line running horizontally across the garden, set back approximately 7.5m from the rear of the proposed rear extension to form an area immediately to the rear of the property would be allocated for the ground floor flat. Along the rear gardens' southerly boundary the new boundary would be set away 1.5m, to provide access from the first floor flat to the rear section of garden allocated for this flat. This provision and means of access is considered to be acceptable for both units.

4. TRAFFIC AND HIGHWAY SAFETY/PARKING

The existing front garden of the site provides two off street parking spaces, with access from an existing vehicle crossover.

This provision is considered to be sufficient in avoiding contribution to on street parking pressure. Many of the surrounding properties within the vicinity of the site have off-street parking; therefore it is considered that providing parking in the front garden is not out of character with the surrounding area.

The site is within reasonable walking distance to Headstone Lane Railway Station making the units appropriate for non-car owning occupiers. The Highways and Transportation department of the council were notified and raised no objections.

5. CHARACTER OF AREA (SD1, D4, D5)

Given that the proposal complies with the criteria set out in policy H9, it is not considered that any detrimental change to the character of Clewer Crescent would occur as a result of this proposed conversion. It is recognised that activity associated with the property at the front would be likely to intensify with occupation by two households, though it is not considered that the effect of this or the provision of an additional front entrance would be so significant as to harm the character of this part of Clewer Crescent.

6. RESIDENTIAL AMENITY

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

Continued/...

CONSULTATION RESPONCES

Increased pressure on parking – Adequate provision for off-street parking.

Increase in traffic – Not considered to be to a significant degree.

Character of area – Single-family dwelling house character of Clewer Crescent would be retained.

Loss of privacy (No.30 Clewer Crescent.) – Being situated across the road this property would suffer no degree of loss of privacy

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.

1ST FLOOR EXTENSION AND ALTERATIONS TO PROVIDE DORMER TERRACE AT REAR/SIDE AND CONVERSION OF RESULTING 1ST FLOOR TO 2 SELF CONTAINED FLATS

SALTOR REX for SALTOR REX

RECOMMENDATION

Plan Nos: Ordinance Survey and Plan No.'s 6267.A/E1, E2, E3, E4, E9 and E10

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 – Three Years
- 2 The development hereby permitted shall not commence until samples and details of the bricks, brick bond, stonework, windows, entrance door and roof materials to be used have been submitted to, and approved in writing by, the local planning authority

Reason – to safeguard the appearance of the locality

- 3 Completed Development - Buildings

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

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

SH1 Housing Provision and Housing Need

SH2 Housing Types and Mix

D4 Standard of Design and Layout

D12 Locally Listed Buildings

T13 Parking Standards

H9 Conversions of Houses and Other Buildings to Flats

C16 Access to Buildings and Public Spaces

- 2 Standard Informative 23 - Considerate Contractor Code of Practice

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Character of Area & Locally Listed Building (SD1, SD2, D4, D12)
 - 2) Residential Density (SH1, SH2, H9)
 - 3) Residential Amenity (EP25)
 - 4) Parking/ Highway Safety (T13)
 - 5) Accessibility (C16)
 - 6) Consultation Responses
 - 7) Reason for Delegation of Decision
-

INFORMATION

a) Summary

Adopted 2004 UDP Key SD1, SD2, SH1, SH2, D4, D12, T13, H9, C16
Policies

Listed Building:	Locally Listed
Town Centre	North Harrow – Primary Shopping Frontage
Car Parking	Standard: Justified: Provided:

b) Site Description

- Single storey commercial building located on the prominent corner location of Pinner Road and Station Road;
- The building accommodates a Local Listing nomination;
- The site is located within the North Harrow District Centre and accommodates a primary shopping frontage classification;
- A 2 storey blank wall of an adjoining commercial building directly abuts the northern boundary of the site. This adjoining building is currently vacant, however a redevelopment proposal for a '3-6 storey building to provide supermarket, 112 flats, community facility, parking and access' has recently been given permission by Harrow Council subject to a Section 106 agreement. The six-storey section of the proposed building is orientated towards the applicant property.

c) Proposal Details

- First floor extension and alterations to convert existing first floor to 2 X 2 bedroom self contained flats
- Conversion will result in the installation of 7 dormer windows in the existing roof – 3 on the Station Road Elevation, 3 on the Pinner Road Elevation and 1 on the front elevation
- Existing side extension on Station Road elevation is to be extended vertically by 1.1m. The Existing masonry wall is proposed to be extended vertically from its current height of 3.6m to 6m while the height of the roof would be reduced by 1.4m.
- Larger side extension proposes the removal of the existing window and the installation of 4 window openings in the wall face.

Continued/...

Item 2/18 : P/1184/05/DFU continued/...

- Introduction of stone band to proposed side extension, similar to the existing band on the main building.
- The ground floor of the premises would remain in separate tenancy and as a commercial unit
- The 3 flats would be accessed via a proposed communal entrance, located off Station Road
- Previous application for a similar scheme was refused – previous scheme was larger and included the addition of an extra storey within the roof to accommodate 3 flats.

d) Relevant Planning History

P/2538/04/DLB	change of use from professional office to dental practice	GRANTED 10-NOV-2004
P/3215/04/CFU	extensions/alterations to provide first floor and second floor accommodation, partly within roof to provide 3 flats	REFUSED 02-FEB-2005

Reasons for Refusal:

the proposed extensions, by reason of excessive size, bulk and siting on a prominent corner location, would be unduly obtrusive to and would not respect the scale and massing of the locally listed building, to the detriment of the visual amenity and character of the locality.

e) Consultations

Notification	Sent	Replies	Expiry
	16	0	02-AUG-2005

Response: None.

APPRAISAL

1) Character of Area

The surrounding locality is characterised by buildings two to three storey in scale, predominantly accommodating commercial uses at ground floor and residential above. As previously highlighted the Counting House is a Locally Listed building in a prominent position on the corner of Pinner Road and Station Road. The previous proposal did not seek to preserve or enhance the locally listed building as the additional roof height would have had a detrimental effect on the character of the building in terms of bulk, roof height and design. Unlike the previous application, the current scheme retains the existing dimensions of the main building and as such, its proportion and scale is retained. The current application therefore, complies with Policy D12 of the Harrow UDP which states that the Council will *'encourage the retention, maintenance, and restoration of locally listed buildings and seek the preservation of their local historic or architectural interest by resisting applications for inappropriate alterations or extensions'*.

Continued/...

The slight increase in height proposed for the main building is considered to be acceptable provided Condition 2 of this permission is adhered to and the materials for the new roof are submitted and deemed by the Council to be sympathetic to the original dwelling. Amendments to the current application have been carried out in order for the proposal to retain the character of the building. Originally a small terrace area was proposed at roof level on the Station Road elevation by way of projecting the dormer windows inwards. This has since been amended by the applicant, at the request of the Council, so that the dormers now project outwards, at the expense of the terrace area, and relate better to the large ground floor windows. As a result the dormer windows on the Pinner Road, Front and Station Road elevations now appear to be in keeping with the original building.

Prior to the agreed amendments there was concern regarding the proposed alterations to the single storey outrigger adjoining the Station Road side of the main building. The original proposed alterations would not have respected the stone band which runs above the ground floor windows on the main building. The windows originally proposed were also not deemed acceptable and there was a lack of detail submitted regarding the roof design. The amended application has improved the appearance of the outrigger with the larger proposed wall now enabling a continuation of the existing stone band and the installation of better-designed windows. The outrigger is set back slightly from the main building by half a brick width to ensure there is some break between it and the main building. The applicant has also provided further roof plans and accurate drawings and the roof arrangement now looks more coherent and acceptable. Samples of the roof materials to be used will be required however, as stated in Condition 2 of this permission.

There is concern that the proposal does not appear to make an attempt to integrate with the proposed development at the adjacent site 354-356 Pinner Road. This large mixed-use scheme is of modern design and permission has been granted by the Council subject to a Section 106 Agreement being agreed. However, as the proposed works applied for in this application would retain and enhance the character of Counting House and the proposed works for the adjoining site would offer an improvement to the current vacant industrial like building, a refusal on these grounds would be considered unsustainable.

3) Residential Density

The proposal site has excellent access to services and public transport and the concept of a first floor residential development is in principle acceptable.

4) Residential Amenity

The development currently does not directly abut any residential properties. Furthermore due to the separating roadway, the proposed building would not cause any detrimental impacts for nearby residential properties located some 20 metres away to the east.

Continued/...

5) Parking/ Highway Safety

The proposal does not contain any provision for car parking, however the site has excellent access to services and public transport. On a related matter it is highlighted that parking restrictions apply within the locality, thus if the development were acceptable in design terms, it could be supported from a parking/ traffic perspective provided an informative is included on any planning permit issue, advising that residential occupiers of the building will be ineligible for residential parking permits.

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 grant.

LAND ADJACENT TO 56 UXBRIDGE ROAD

2/19

P/1939/05/DOU/MRE

Ward: Stanmore Park

OUTLINE: TWO STOREY DETACHED HOUSE WITH
ATTACHED GARAGE

MR K D'AUSTIN for MR S SMART & MRS P MCMAHON

RECOMMENDATION

Plan Nos: 56UR/P01 Rev A

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

- 1 Time Limit - Outline Permission
- 2 Outline - Reserved Matters
- 3 PD Restriction - Classes A to E
- 4 Landscaping to be Implemented
- 5 Tree - Protective Fencing
- 6 The development hereby approved shall not be commenced until planning permission has been granted for vehicular access to the adjoining site No.56 and the development shall not be occupied until access has been provided to parking within the cartilage remaining to No.56.
REASON: To ensure satisfactory parking and access for both properties in the interest of highway safety.

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
D4 Standard of Design and Layout
D5 New Residential Development - Amenity Space and Privacy
SH1 Housing Provision and Housing Need
SH2 Housing Types and Mix
T13 Parking Standards
EP25 Noise
D9 Streetside Greenness and Forecourt Greenery
- 2 Standard Informative 23 - Considerate Contractor Code of Practice
- 3 Standard Informative 32 - The Party Wall etc Act 1996

Continued/...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Appearance in the Street Scene (SD1, D4, D5, D9)
 2. Character of Area (SH1, SH2, SD1, D4, D5, D9)
 3. Landscaping (D4, D9)
 4. Residential Amenity (D4, D5)
 5. Parking Provision/Highway Safety (T13)
-

INFORMATION

Details of this application are reported to Committee at the request of a nominated member.

a) Summary

Council Interest:	None	
Car Parking	Standard:	1.8 (max)
	Justified:	See report
	Provided:	1

b) Site Description

- Land adjacent to two storey semi-detached house located on a corner plot on the northern side of Uxbridge Road, close to the junction with Chenduit Way
- Adjacent woodland to junction with Chenduit Way
- No's. 56 & 58 Uxbridge Road have not been extended
- Existing extensive driveway at front
- Site's rear boundary with No.4 Masefield Avenue

c) Proposal Details

- Outline application for a detached 2 storey residential dwelling
- Only details relating to the access and siting of the proposed development have been submitted for consideration
- Proposed dwelling would measure approximately 6m in width by 7m in depth
- The front and rear of the new dwelling would be to a level depth with that of No.56 Uxbridge Road
- Attached side garage proposed

d) Relevant History

- None

e) Applicant's Statement

- None

f) Notifications

Sent	Replies	Expiry
25	0	2-SEP-05

Continued/...

APPRAISAL

1. Appearance in the Street Scene

The proposed siting of the dwelling would result in its frontage being set back 13m from the roadside. The significance of this together with the adjacent woodland serving to preserve the spatial setting around the junction with Chenduit Way, act to preserve the character of the street scene.

An attached side garage would project beyond the front of the dwelling but being at the end of the dwelling row this is considered to be acceptable.

2. Character of Area

As a two storey dwelling, the proposal would be consistent with the character of buildings in this locality. The existing semis at no.56 & 58 sit in isolation between the junctions with Chenduit Way and Masefield Avenue and it is considered that the introduction of a detached dwelling, adjacent and level with the semis in this location would not be significantly at odds with the grain/pattern of development in this area.

3. Landscaping

The frontage of the site is currently covered extensively with hardsurfacing, with a lawn area directly in front of no.56, abutting the flank boundary with no.58. The provision of a new dwelling would require that a section of the existing lawn would be required to be removed to provide off-street parking for no.56. A landscaping condition has therefore been attached to safeguard the appearance and character of the area and to enhance the appearance of the development, greening the development further in the street scene in accordance with policies D4 and D9.

4. Residential Amenity

In being detached by only 1m from no.56, the new dwelling would overshadow a glazed side entrance and small ground floor window to the property. This impact is not however considered to be significant enough to unreasonably impact on the living amenity of the occupiers of no.56 with the glazing only serving a small hallway. The new dwelling would have a level front and rear building line with both no.56 & 58 and hence, it is considered that no issue of loss of light or overshadowing would arise at the front or rear of the adjacent properties.

While the new dwelling would partially reduce outlook and sense of space from the rear gardens of no.56 & 58, this impact would not be unreasonable with both properties still retaining a good level of spatial setting and outlook, being on a corner site and adjacent to woodland.

Continued/...

The dwelling at no.4 Masefield Avenue, being spaced approximately 20m away from, and set off at approximately 90° from the new dwelling, would not suffer any unreasonable level of overshadowing or loss of privacy. Again, a degree of its spatial setting would be infringed upon but not to a level that is considered to be unreasonable.

The formation of the site would curtail the garden of no.56 to approximately 8 metres in width and by retaining the existing depth of 16m it is considered this would comfortably provide sufficient as a useable amenity area for the occupiers of the existing property.

The section of garden allotted to the new dwelling would be to a narrower width of 4m increasing to 6m due to the slanted flank boundary, but again being to a depth of 16m it is considered that a sufficient level of useable amenity area would be provided for the occupiers of the new dwelling.

Activity associated with the site in terms of access at the front and use of the rear garden would intensify as a result of the formation of an additional dwelling. In view of the generous width and depth of the forecourt at the front and the acceptable size of the rear gardens, it is not considered that there would be any detriment to the amenity of neighbouring occupiers by reason of noise/disturbance or general loss of privacy. Neither is it considered that the increased use intensity would be so significant as to be detrimental to the character of the locality.

It is hence considered that the siting of the proposed development would be acceptable in relation to the all-adjacent occupiers.

5. Parking Provision/Highway Safety

The application proposes the creation of one off-road parking space in an attached garage with potential for 2 more on the existing front driveway. It is considered that this is adequate parking provision and consistent with Policy T13.

A new crossover is shown for no.56, on the adjoining site, which is within the ownership of the applicant.

Highways and Transportation were consulted and raised no objection.

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 grant.

373-375 STATION ROAD, HARROW

2/20

P/2567/05/CVA/SC2

Ward: Greenhill

VARIATION OF CONDITION 3 OF PERMISSION WEST/42514/91/FUL TO ALLOW
OPENING SUN-THURS 09.00-00.30, FRI & SAT 09.00-01.00

HEPHER DIXON for JD WETHERSPOON

RECOMMENDATION

Plan Nos: Ordinance Survey

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

- 1 The use hereby permitted shall not open to customers outside the following times:-
*09.00 hours to 00.30 hours Sunday to Thursday and 09.00 hours to 01.00 hours
Friday and Saturday, without the prior written permission of the local planning
authority.*

REASON: To safeguard the amenity of neighbouring residents.

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:

EM24 Town Centre Environment

EM25 Food, Drink and Late Night Uses

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Residential Amenity
 - 2) Consultation Responses
-

INFORMATION

a) Summary

Town Centre

Harrow

Continued/...

b) Site Description

- West side of Station Road south of its junction with College Road and just north of Station Roads junction with Gayton Road
- Four storey property called Lynwood House – ground floor currently used as a public house with offices above
- Located within a predominantly commercial area – ground floor commercial premises surround the property
- Harrow Baptist Church and a railway designation are located to the rear of the applicant building
- Premises situated within a designated secondary shopping area

c) Proposal Details

Variation of condition 3 of permission WEST/42514/91/FUL to allow opening Sunday – Thursday 09.00 – 00.30 and Friday and Saturday 09.00 – 01.00. The application also requests permission for longer opening hours (09.00 – 02.00) on ‘special days’ throughout the year. These days are as follows:

- Christmas Eve (Dec 24th)
- Boxing Day (Dec 26th)
- Burns Night (25th Jan)
- Australia Day (26th Jan)
- St David’s Day (1st March)
- St Patrick’s Day (17th March)
- St George’s Day (23rd April)
- St Andrew’s Day (30th Nov)
- Thursday immediately preceding Good Friday and
- Sundays preceding Bank Holiday Monday

d) Relevant Planning History

WEST/42514/91/FUL	Change of Use: Class A1 to A3 (Retail to Public House) (Part of Ground Floor)	GRANTED 26-Oct-1993
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Condition 3 of this Permission read as follows:

‘the premises shall not be used except between 09.00 hours and 23.00 hours Mondays to Saturdays inclusive, and between 10.30 hours and 22.30 hours on Sundays, without the prior permission of the local planning authority’

Reason: To safeguard the amenity of neighbouring residents

Continued/...

e)	Notification	Sent	Replies	Expiry
		37	0	14-Nov-2005

Response:

f) Applicant's Statement

- Applicant premises have been operating in Harrow for the past 14 years. During this time we are aware that there have been any material problems reported with regard to the management or running of the premises, nor are we aware that there have been any complaints regarding noise and disturbance from local residents or Police
- The premises is within a local centre, which is considered to be an appropriate location for premises that operate later in the evening. Evening trade will enhance the local economy and help regenerate the centre
- The hours applied for in this variation application are in accordance with the hours granted by the Licensing Authority
- Having regard to the nature of the premises, the nature of the area, the recent reform of the licensing system, and the excellent management record of JD Wetherspoon, we consider that the condition restricting operating hours should be varied to enable the public house to operate for the hours approved under the new Licensing Act plus slightly longer hours on identified 'special days'

APPRAISAL

1) Residential Amenity

The application property is situated along a designated secondary shopping frontage to the south of the established Harrow town centre, within a predominantly commercial area. No residential accommodation currently exists within close proximity to the applicant premise.

The presence of other nearby public bars, such as O' Neills, the Trinity Bar and the Fat Controller on Station Road, with late night facilities highlights the fact that this area of Harrow is suitable for such uses.

The Government currently favours a relaxation of licensing laws. The proposed extension of 2 hours between Thursday and Saturday nights appears therefore, to comply with Government policy. This coupled with the lack of any nearby residential units mean that the proposal will not have a negative impact on local residential amenity levels. The application is therefore, recommended for approval.

The Committee will be aware that the extended hours sought in this application have also to be agreed by the Licensing Panel. Should subsequent nuisance result to neighbouring residencies then any responsible authority may call for a review of the license at which time the terms of the license can be reconsidered.

Continued/...

2) Consultation Responses

Discussed in 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.

127 ARUNDEL DRIVE, HARROW

2/21

P/2663/05/DFU/RM2

Ward: ROXETH

ALTERATIONS TO ROOF TO FORM END GABLE AND REAR DORMER; SINGLE STOREY REAR EXTENSION; ALTERATIONS AND CONVERSION TO TWO SELF CONTAINED FLATS; PARKING WITH EXTENDED ACCESS AT FRONT

BROWN & CO for R S HUMPHREYS

RECOMMENDATION

Plan Nos: PD0007-02 (part superseded) & 06

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

- 1 Time Limit on Full Permission - Three Years
- 2 Materials to Match
- 3 Noise - Insulation of Building(s) - 4
- 4 The development hereby approved shall not commence until a drawing detailing the proposed hard and soft landscaping of the forecourt, to include the planting specification, hard surfacing materials, allocation of space for parking 2 cars, disabled persons' access to the building, and the provision of screened refuse/recycling storage has first been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied until the forecourt had been laid out in accordance with the details so approved, unless otherwise agreed in writing by the local planning authority.
REASON: To ensure satisfactory arrangements for off-street parking, the storage of refuse/recycling and access to the building, and to safeguard the visual amenity of the locality.
- 5 Disabled Access - Buildings

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

Continued/...

- 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 INFORMATIVE:

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

3 INFORMATIVE:

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

A copy of the Office of the Deputy Prime Minister booklet "The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from:

ODPM Free Literature, PO Box 236, Wetherby, LS23 7NB

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: odpm@twoten.press.net

Website: <http://www.safety.odpm.gov.uk/bregs/walls.htm>

MAIN CONSIDERATIONS

1. Conversion Policy (H9, T13)
2. Character of Area (SD1, D4, D5, D9)
3. Residential Amenity (SD1, D4, D5)
4. Consultation Responses

INFORMATION

Details of this application are reported to Committee at the request of a nominated member.

a) Summary

Number of Units: 2
Council Interest: None

b) Site Description

- Semi-detached house with a pebble dash finish and an open brick porch

Continued/...

c) Proposal Details

- A hip to gable roof alteration and insertion of a rear dormer window. The scheme was modified so that the proposed dormer would fit within the guidance outlined in the SPG. The dormer would be set 0.5m from the party wall, and 1m from the eaves and the edge of the roof.
- The single storey rear extension would fit the
- The rear dormers would be Conversion of the extended dwelling house into one 2 bedroom and one 1 bedroom flats and one two bedroom house.

d) Relevant History

- None

e) Applicant's Statement

- None

f) Notifications

Sent	Replies	Expiry
13	1	2-AUG-05

Summary of Responses:

- i) Area is already overcrowded,
- ii) two flats means four cars and will lead to more cars parked on the road,
- iii) road already congested by nearby school,
- iv) building work will cause more chaos and noise,
- v) surrounding properties will be devalued,
- vi) yet another front garden lost to car parking and will add to drainage problems in the area,
- vii) more rubbish and sewerage produced,
- viii) Harrow will soon be a vast concrete jungle and Council should impose stricter building regulations.

APPRAISAL

1. Conversion Policy

- **The suitability of the new units to be created in terms of size, circulation and layout**

The proposed new units are considered to be adequate in terms of size, circulation and layout. The vertical stacking of the different rooms between the units would be appropriate, with bedrooms above bedrooms, living areas above living areas and the first floor kitchen above the communal hallway on the ground floor. Such an arrangement of rooms within the units would minimise the potential noise and disturbance between the units.

Continued/...

- **The standard of sound insulation measures between the units**

The acceptability of the internal layout is acknowledged above. To safeguard against detriment to the amenities of the occupiers of the adjoining dwelling and to secure optimum living conditions for future occupiers of the proposed flat, it is further recommended that permission be conditional upon the agreement and implementation of a scheme of sound insulation.

- **The level of usable amenity space**

All of the proposed units would have access to their own section of the rear garden. The ground floor flat and the house would have direct access. The first floor flat would gain access via a side access along the existing shared driveway . This arrangement is considered to be acceptable.

- **The landscape treatment and the impact of any proposed front garden/forecourt car parking**

Two car parking spaces are proposed to the front of the building, on a new hardstanding. It is further recommended that permission be conditional upon further description of the planting to be undertaken in the forecourt.

The provision of one off-road space would be less than that stipulated by the UDP, however given the sustainable location of the application site in terms of the close proximity to public transport services and the local amenities of North Harrow District Centre it is considered that a provision below the prescribed standards can be reasonably justified. The sustainable location of the proposal means that it would be likely to be attractive to prospective future occupiers who do not own a car.

Nevertheless, it is considered that the increase in the number of households living in the property would not automatically increase parking demand, as several people living together as a single family or household could own as many cars or attract as many visitors as three smaller households.

It is considered that the size of the forecourt is such that adequate parking and pedestrian access could be facilitated. Refuse storage is shown to the rear of the property, with access gained over the shared driveway.

- **Traffic and Highway Safety**

It is not considered that the scheme would be in any way prejudicial to pedestrian or vehicular safety in the locality.

2. Character of Area

The proposed conversion would largely retain the appearance of the property as a single dwelling in the street scene, although there will be two doors in the front of the property rather than the retention of a single door on the front elevation. Although activity associated with the property at the front would be likely to intensify, it is not considered that the effect of this would be so significant as to harm the character of Arundel Drive.

Continued/...

The proposed single-storey rear extension would satisfy the guidelines found in the adopted Householder SPG. As it is to the rear it is considered that it would have a negligible impact on the character of the area. The proposed dormer would also satisfy this guidance and although would be visible in the street scene it is the preferred form of roof alteration as described in the SPG. There are a number of examples present in the street scene.

4. Residential Amenity

It is recognised that the intensity of the use of the building would be likely to increase as a result of the proposal; it is not considered that this would be so significant as to be detrimental to the amenity of the neighbouring occupiers.

The proposed extensions would have an acceptable relationship with the neighbouring properties. It is considered that the single storey rear extension will not have any unreasonable impact on neighbouring properties. As noted above the rear extension is within the guidelines outlined in the SPG. there would not be any detrimental impacts on the amenities of the adjoining occupiers of No. 129 or 127 Arundel Drive due to the existing single storey extension at the rear of both properties.

Due to the extension only being single storey, the windows at the rear of the proposed extension are not considered to create an unacceptable level of overlooking on neighbouring properties. There are no flank windows proposed in line with the SPG guidance.

As noted above the hip to gable roof alteration is the preferred form of roof alteration. There is a protected kitchen window on the flank wall of No. 129. However the existing house already interrupts a 45° line drawn from the bottom sill of this window. It is recognised that there will be a further loss of light to this window. However it is considered that because of the specific site circumstances that there will not be an unacceptable loss of light to this window.

5. Consultation Responses

Planning considerations have been addressed 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.

SECTION 5 - PRIOR APPROVAL APPLICATIONS

5/01

LAND OPPOSITE WELLINGTON HOUSE, STANMORE HILL, STANMORE P/2893/05/CFU/SC2

Ward: STANMORE PARK

8 METRE HIGH TELECOMMUNICATIONS MAST AND ONE EQUIPMENT CABINET

PHA COMMUNICATIONS LTD for ORANGE PCS LTD

RECOMMENDATION

Plan Nos: OS Map and drawing no's 01Rev A + 02 Rev 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 its size, appearance and prominent siting would be visually obtrusive and unduly prominent to the detriment of the character and appearance of this part of the Green Belt and Area of Special Character.

INFORMATIVES

- 1 **INFORMATIVE:**
The following policies in the Harrow Unitary Development Plan are relevant to this decision:
SD1 Quality of Design
D4 Standard of Design and Layout
D24 Telecommunications Development

MAIN CONSIDERATIONS

1. Telecommunications Development (D24)
 2. Character of Greenbelt and Conservation Area (SEP6, SD1, SD2, EP33, EP31, D14)
 3. Residential Amenity (D24, SD1)
 4. Consultation Response
-

INFORMATION

a) Summary

Area of Special Character: Special Char & Adv
Listed Building: Grade II
Conservation Area: STANMORE:LITTLE COM.

b) Site Description

- Site located on Stanmore Hill, just north of its junction with Wood Lane and Aylmer Drive, directly opposite Wellington House

- Site situated within both the Metropolitan Green Belt and the Little Common Conservation Area
- Site consists of a wide public footpath – 3m wide – with a low grassed bank behind. This bank accommodates some trees and extends 12m from the public footpath
- Surrounding area is primarily residential in character with residential properties surrounding the site on all sides

c) Proposal Details

- Installation of a new 8-metre slimline pole disguised as a telephone pole, which will hold 1 antenna and 1 equipment cabinet
- Cabinet would be located close to the telegraph pole (0.5-1m) with dimensions no greater than 2.5 cubic metres (1.45x0.65x1.25m)

d) Relevant History

- None.

e) Applicant's Statement

- Proposal represents the minimum harm to the visual amenity of the area and there are no sites which can accommodate the equipment with less environmental impact
- Applicant needs a site in this vicinity to provide second and third generation coverage and capacity for the surrounding roads, businesses and residential properties in the local area
- Trees in close proximity to the site provide natural screening thereby enabling the telegraph pole to blend in with its surroundings
- A certificate confirming the compliance of the design with ICNIRP standards accompanies the application

f) Consultations

Notification	Sent	Replies	Expiry
	54	Awaited	29-DEC-2005

APPRAISAL

1) Telecommunications Development

Policy D24 of Harrows UDP states that proposals for telecommunications development will be considered favourably provided that certain criteria can be fulfilled.

The first consideration is whether any satisfactory and less harmful alternative is available within the area of coverage deficiency as identified by the operator. It was concluded by the applicant that this site was most appropriate in terms of coverage and for reasons of environmental and visual acceptability, having assessed other possible sites which were not chosen due to siting too far from the search area and meaning that it would be unlikely that sufficient signal would reach the intended area of need.

The proposed installation should be sited and designed to minimise visual impact and where practicable to accommodate future shared use. The proposed mast does neither as it is situated in a prominent position by the side of a busy commuter road within both the Greenbelt and Little Common Conservation Area. The existing trees behind the proposed site are deciduous meaning that the mast would be more obtrusive during the winter months. It is considered that the proposed mast would be unduly obtrusive due to its height above ground level and its prominent position, beside a busy a commuter road, within both the Greenbelt and Little Common Conservation Area.

Finally, the proposed site and any emissions associated with it should not present any health hazards.

The applicant has included in their submission an ICNIRP declaration confirming compliance with the public exposure guidelines. The proposal would comply with ICNIRP and thus the LPA should not consider the health aspects further.

2) Character of Greenbelt and Conservation Area

The applicant site is located at the southern section of the Little Common Conservation Area and Metropolitan Greenbelt. The surrounding area is characterised by low density housing on ample sized plots. Little Common Conservation Area varies in character from one part to another, with the area around the applicant site and the principal road, Stanmore Hill, being more densely built compared to other, more rural areas. The applicant site, on a public footpath beside a busy commuter road, represents a prominent position within the Conservation Area and Greenbelt and any development would have to be sympathetic to character of the surrounding area.

The Council is of the opinion that the proposed works would be unsympathetic to the character of this sensitive area. The area already accommodates a number of telegraph poles while a dark green telecommunication cabinet is opposite the applicant site, beside the main entrance to Wellington House. The deciduous nature of the trees behind the applicant site means that the proposed mast would be more pronounced during the winter months and this coupled with its indiscrete location means the proposed development would be detrimental to the character and appearance of this part of the Green Belt and Area of Special Character, contrary to the policies of the UDP.

3) Residential Amenity

The proposal would not impact on the amenity of residents in the area, given the height of siting above ground level and its distance from local residential properties. Wellington House, which accommodates a number of apartments, represents the closest residential property to the application site, located directly across the road from the proposed mast. The site boundary of Wellington House however is substantial and is approx 10m away from the telecommunications site. The front of the building is a further 8m behind this boundary meaning the mast would be sited approx 28m away from the nearest residential building. This distance coupled with the existing boundary to Wellington House and the height of the proposed mast ensures that no loss of amenity is incurred.

The mast and cabinet would be sited approx 40-55m away from the nearest detached dwellings to the south and east. This distance would also be adequate in terms of separation and no undue impact would result.

Thus the proposal is considered to be acceptable in terms of safeguarding the amenity of the neighbouring occupiers.

4) Consultation Responses

Awaited.

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.

5/02

**S/E CORNER OF KENTON LANE & MOUNTSIDE, P/2939/05/CDT/SC2
HARROW**

Ward: BELMONT

DETERMINATION: 10M HIGH TELECOMMUNICATIONS MAST AND EQUIPMENT
CABINS

LCC DEPLOYMENT SERVICES UK LTD for T - MOBILE UK LTD

RECOMMENDATION

Plan Nos: OS Map No. 50820/01, drawing no's 50820/02 + 03 and photographs no.
50820/PM1

Prior approval of siting and appearance IS required.

REFUSE approval of details of siting/appearance for the following
reason(s):

- 1 The proposed development, by reason of its size, appearance and prominent siting would be visually obtrusive and unduly prominent to the detriment of visual amenity and appearance of the street scene and the area in general.

INFORMATIVES

1 **INFORMATIVE:**

The following policies in the Harrow Unitary Development Plan are relevant to this decision:

- SD1 Quality of Design
- D4 Standard of Design and Layout
- D24 Telecommunications Development

MAIN CONSIDERATIONS

- 1) Compliance with ICNIRP
 - 2) Visual Amenity (S1, D4, D26)
 - 3) Consultation Response
-

INFORMATION

a) Summary

Council Interest: None

Continued/...

b) Site Description

- Site is located on a grassy verge adjoining a public footpath on the south eastern side of Kenton Lane's roundabout junction with Hill Road and Mountside
- Surrounding area is mixed use – commercial units with residential dwellings above located at the north western corner of the Kenton Lane roundabout. Vernon Lodge, a care home, is situated directly behind the application site; residential apartments are located opposite on the other side of Kenton Lane and south of the site while The Duck in the Pond public house is situated to the north of the site

c) Proposal Details

- Installation of a 10m streetworks pole and associated equipment cabinets
- 3 equipment cabinets of varying size side by side proposed to be installed at the south side of the mast
- 3 street-lights (9.2m) high situated within close proximity to proposed mast

d) Relevant History

- None

Applicant's Statement

- there is an operational need for the development
- proposal represents the minimum harm to the visual amenity of the area and there are no sites which can accommodate the equipment with less environmental impact
- the proposal complies with ICNIRP guidelines.

Notifications	Sent	Replies	Expiry
	102	awaiting replies	30-Dec-2005

APPRAISAL

1) Compliance with ICNIRP

The proposal includes an ICNIRP declaration confirming compliance with the public exposure guidelines.

Continued/...

2) Visual amenity/character of the area

The proposed mast would be sited on a grass area between the pavement and Kenton Lane. The associated equipment cabins would be sited adjacent to the mast to the south. The proposed siting beside a busy road and south east of a prominent roundabout, would be very noticeable. This coupled with the dimensions of the mast and cabins would invariably make the scheme visually obtrusive. Furthermore, it is not considered that the small trees or the single storey element of Vernon Lodge behind the site would provide a suitable backdrop for a 10m mast especially as the trees are of a deciduous nature.

The proposed mast would be sited a distance of approximately 30m from the rear of one of the apartment blocks at Broadlawns Court, situated directly opposite the site on Kenton Lane. The mast would be sited between 35-50m from other nearby residential properties to the south and south east of the site. Due to the significant distance to these properties it is not considered that the proposed mast and associated equipment cabins would be detrimental to residential amenity.

In summary it is considered that the proposal would be unacceptable in terms of size, appearance and prominent siting and would thus be detrimental to the character of the area and the appearance of the streetscene in general.

3) Consultation Responses

Awaited.

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 refuse

HIGHWAYS LAND AT THE JUNCTION OF, P/2853/05/CFU/SC2
PETERBOROUGH RD & KENTON RD, HARROW

5/03

Ward: HARROW ON THE HILL

10.3M HIGH TELECOMMUNICATIONS POLE AND ANTENNAE; EQUIPMENT CABINET
PHA COMMUNICATIONS LTD for ORANGE PCS LTD

RECOMMENDATION

Plan Nos: OS Map and drawing Nos 01 Rev A + 02 Rev A

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

- 1 The proposed development, by reason of its size, appearance and prominent siting would be visually obtrusive and unduly prominent to the detriment of the character and appearance of this part of the Green Belt and Area of Special Character.

INFORMATIVES

1 **INFORMATIVE:**

The following policies in the Harrow Unitary Development Plan are relevant to this decision:

- SD1 Quality of Design
- D4 Standard of Design and Layout
- D24 Telecommunications Development

MAIN CONSIDERATIONS

1. Telecommunications Development (D24)
 2. Character of Greenbelt and Conservation Area (SEP6, SD1, SD2, EP33, EP31, D14)
 3. Residential Amenity (D24, SD1)
 4. Consultation Response
-

INFORMATION

a) Summary

Area of Special Character: Special Char & Adv
Conservation Area: ROXBOROUGH PK/GROVE
Council Interest: None

Continued/...

b) Site Description

- Site located on highways land adjacent to Kenton Road at the junction of Peterborough Road.
- Proposed site would be situated on the eastern edge of Roxborough Park and the Grove Conservation Area
- Existing cabinets located on site approx 5.5m north of proposed site; also street-lights and traffic lights located within close proximity to the site.
- Surrounding area is a mixture of offices and residential uses. Residential properties situated along Peterborough Road, west of the site and on the south side of Tyburn Lane. Further residential units can be found on the north side of Kenton Road while a new development directly opposite the site is currently nearing completion and this will provide approximately 15 residential units. Offices are located on Peterborough Road, north of its junction with Kenton Road and on the northern side of Tyburn Lane.
- Site situated within the Roxborough Park/Grove Conservation Area.

c) Proposal Details

- Installation of a new 10-metre slimline pole, which will hold one antenna, and associated cabinet
- Cabinet would be located close to telegraph pole (0.5-1m) with dimensions no greater than 2.5 cubic metres (1.45 x 0.65 x 1.25m)

d) Relevant History

- None

e) Applicant's Statement

- Proposal represents the minimum harm to the visual amenity of the area and there are no sites which can accommodate the equipment with less environmental impact
- Applicant needs a site in this vicinity to provide second and third generation coverage and capacity for the surrounding roads, businesses and residential properties in the local area
- Trees in close proximity to the site provide natural screening thereby enabling the telegraph pole to blend in with its surroundings
- A certificate confirming the compliance of the design with ICNIRP standards accompanies the application

f) Consultations

Notifications	Sent	Replies	Expiry
	104	3	16-DEC-05
	3	0	

Continued/...

Response:

Objectors cited the following issues as their reasons for objecting to the proposed works:

Health concerns, visual clutter, negative impact on Conservation Area, visually obtrusive, size and scale of proposed works, impact on residential amenity and on character of area.

APPRAISAL

1) Telecommunications Development

Policy D24 of Harrow's UDP states that proposals for telecommunications development will be considered favourably provided that certain criteria can be fulfilled.

The first consideration is whether any satisfactory and less harmful alternative is available within the area of coverage deficiency as identified by the operator. It was concluded by the applicant that this site was most appropriate in terms of coverage and for reasons of environmental and visual acceptability, having assessed other possible sites which were not chosen due to siting too far from the search area and meaning that it would be unlikely that sufficient signal would reach the intended area of need.

The proposed installation should be sited and designed to minimise visual impact and where practicable to accommodate future shared use. The proposed mast does neither as it is situated in a prominent position by the side of a busy commuter road within the Grove Conservation Area.

Finally, the proposed site and any emissions associated with it should not present any health hazards. The applicant has included in their submission an ICNIRP declaration confirming compliance with the public exposure guidelines. The proposal would comply with ICNIRP and thus the LPA should not consider the health aspects further.

2) Character of Greenbelt and Conservation Area

The application site is located on the eastern most edge of Roxborough Park and The Grove conservation area, and as such the setting is highly sensitive which additional clutter would impinge upon. There are 3 listed buildings at the foot of the hill with an array of locally listed buildings surrounding, and as such every effort should be made to limit any intervention which may detract from the area's character. This location also creates a visual entrance to Harrow-on-the Hill, which has a distinctly different atmosphere to that of the bustling town that is left behind. Siting the mast and box out with the conservation area and further round onto Kenton Road would be a significantly more appropriate location for additional street furniture such as this, which if sited at the foot of the conservation area would only create unsympathetic visual clutter.

Continued/...

As the existing facilities are incapable of being shared by Orange there is unfortunately no opportunity for sharing facilities (either by using facilities, or by replacing existing facilities with shared facilities), which would reduce the amount of visual clutter in a sensitive location. Therefore additional furniture in this location will add to the already rather cluttered streetscene. Although, it seems care has been taken to minimise visual impact by ensuring the mast does not exceed the height of existing street lights, and efforts have been made to camouflage the mast and box as much as it possible in a midnight green colour, this does not prevent the detrimental effect of additional street furniture in conjunction with that existing. For these reasons, a mast and equipment box is considered unacceptable in this location.

In conclusion, visual clutter such as that proposed is accumulatively detrimental to the special architectural and historic interest of this conservation area and is therefore unwelcome in such a sensitive location.

3) Residential Amenity

The proposal would not impact on the amenity of residents in the area, given the height of siting above ground level and its distance from local residential properties. The new development on the northeastern corner of Kenton Road's junction with Peterborough Road, which will accommodate a number of apartments, represents the closest residential property to the application site. The nearest residential property on Peterborough Road would be approximately 30m from the applicant site. These distances coupled with the height of the proposed mast ensures that no loss of amenity is incurred.

Thus the proposal is considered to be acceptable in terms of safeguarding the amenity of the neighbouring occupiers.

4) Consultation Responses

See 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.

HILLINGDON HOUSE, 386/388 KENTON ROAD, KENTON **5/04**
P/2955/05/CFU/SC2

Ward: KENTON EAST

3 ROOF MOUNTED ANTENNAE, 2 DISHES AND ANCILLARY TELECOMMUNICATIONS EQUIPMENT

PHA COMMUNICATIONS LTD for ORANGE PCS LTD

RECOMMENDATION

Plan Nos: GA 101 RevA, GA 102 RevA, GA 103 RevA, GA 104 RevA

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

- 1 The proposed development, by reason of its size, appearance and prominent siting would be visually obtrusive and unduly prominent to the detriment the street scene and the character and appearance of the locality and the visual amenity of local residents.
- 2 The proposal represents a proliferation of telecommunication equipment which, by reason of siting and appearance, will add to the already overcrowded roof line to the detriment of the visual amenity in the street scene.

INFORMATIVES

- 1 **INFORMATIVE:**
The following policies in the Harrow Unitary Development Plan are relevant to this decision:
SD1 Quality of Design
D4 Standard of Design and Layout
D24 Telecommunications Development

MAIN CONSIDERATIONS

1. Compliance with ICNERP (D24)
 2. Visual Amenity/ Character of the Area/ Residential Amenity (SD1, D4, D24)
 3. Consultation Response
-

INFORMATION

a) Summary

Council Interest: None

Continued/...

b) Site Description

- Site located on north side of Kenton Road, east of the junction with Westfield Lane;
- Existing building on site is a 3 storey brick building;
- A place of worship adjoins the site to the north;
- A open park reserve area is located opposite the site to the south;
- The building attached to the 3 storey brick building at 390-394 Kenton Road to the east;
- A petrol filling station/ garage adjoins the site to the west;
- Selected telecommunications facilities are already attached to the roof of the building;

c) Proposal Details

- Installation of 3 antennas, 2 dishes and ancillary telecommunications equipment;
- The 3 antennae would be panel style, to be attached to the roof plant room. The existing plant room extends to a height of approximately 3.0 metres above the roof of the building. The 3 antennae would extend to a height of approximately 2.0 metres above the existing plant room and would be located on north, east and west facing elevations of the plant room;
- 2 dishes would also be attached to the roof plant room. 1 dish would be attached to the east facing elevation and would be sited to the top edge of the plant room. The 2nd dish would be attached to the west facing elevation and would be sited just above the height of the plant room;
- 5 equipment cabinets would be sited on the roof of the building, sited to the west of the plant room. The combined footprint of the equipment cabinets would be approximately 0.75 x 4 metres, sited on a raised steel platform. The equipment cabinets and platform would extend to a height of approximately 2.75 metres above the height of the building.

d) Relevant Planning History

EAST/1/00/DTD	determination: 3 antennae, equipment cabin and ancillary equipment	GRANTED 03-FEB-2000
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f) Consultations

Notification	Sent 4	Replies Awaited	Expiry 30-DEC-2005
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Response: Awaited

Continued/...

APPRAISAL

1. Compliance with ICNERP (D24)

The proposal includes an ICNIRP declaration confirming compliance with the public exposure guidelines.

2. Visual Amenity/Character of the Area/ Residential Amenity (SD1, D4, D24)

The Council is of the opinion that the proposed works would be unsympathetic to the character of both the building and the character and appearance of the wider locality. The roof of the building already accommodates telecommunications facilities, of which the further addition of such facilities would amount to visual clutter and a proliferation of such facilities to the detriment of the visual amenities of the locality. As such it is considered that the proposed development, by reason of its size, appearance and prominent siting would be visually obtrusive and unduly prominent to the detriment the street scene and the character and appearance of the locality and the visual amenity of local residents, and that the proposal represents a proliferation of telecommunication equipment which, by reason of siting and appearance, will add to the already overcrowded roof line to the detriment of the visual amenity in the street scene.

3. Consultation Response

Awaited.

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.