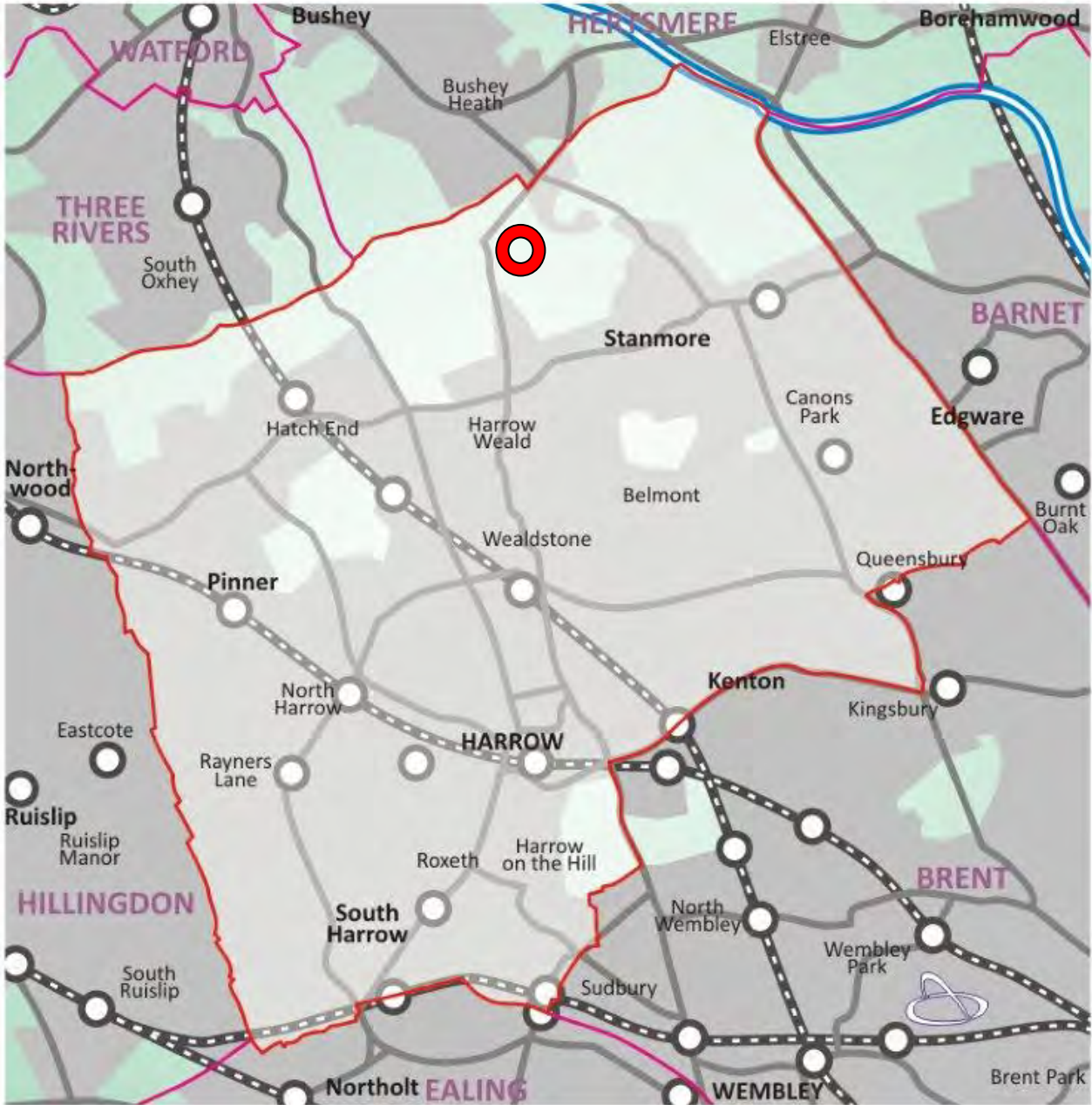
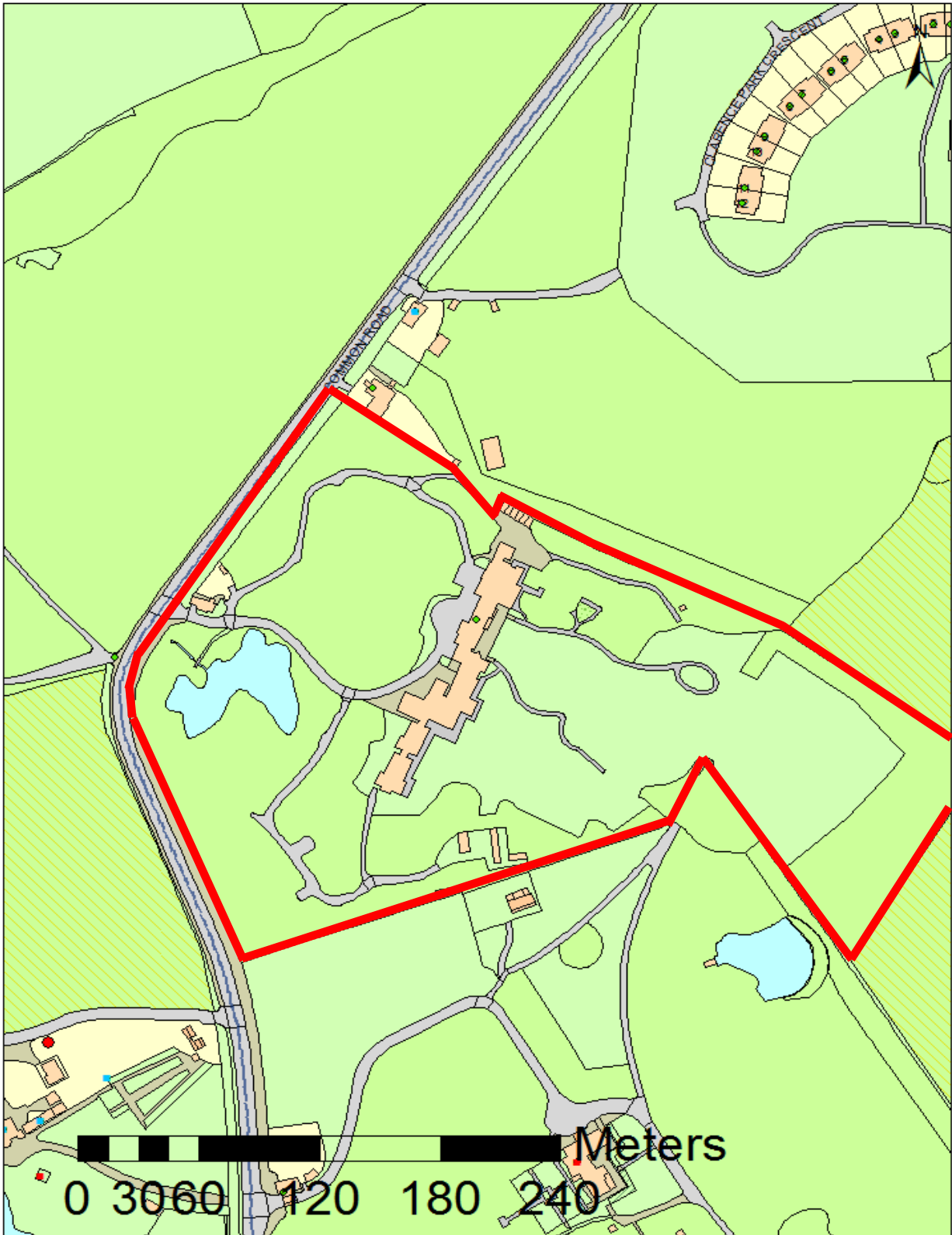


 = application site



The Princess Alexandra Home, Common Road, Stanmore	P/1472/17
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The Princess Alexandra Home, Common Road, Stanmore	P/1472/17
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

21st June 2017

APPLICATION NUMBER: P/1472/17
VALIDATION DATE: 28TH APRIL 2017
LOCATION: THE PRINCESS ALEXANDRA NURSING HOME,
COMMON ROAD, STANMORE
WARD: STANMORE PARK
POSTCODE: HA7 3JE
APPLICANT: JEWISH CARE
AGENT: TETLOW KING PLANNING
CASE OFFICER: NICOLA RANKIN
EXPIRY DATE: 22ND JUNE APPLICATION DECISION DATE
SUBJECT TO AGREED EXTENSION

PURPOSE OF REPORT/PROPOSAL

The purpose of this report is to set out the Officer recommendations to the Planning Committee regarding an application for planning permission relating to the following proposal:

Construction of a temporary vehicular access off the public highway at Common Road and the creation of a temporary construction road within the site for the duration of construction works in connection with application P/4071/14 (Retrospective)

The Planning Committee is asked to:

- 1) agree the reasons for approval as set out in this report, and
- 2) grant planning permission subject to the conditions (set out in Appendix 1 of this report)

REASON FOR THE RECOMMENDATIONS

The application proposals sufficiently demonstrate that the increased scale of the building on the north eastern side would be softened as a result of the landform, levels and additional planting to the east. The additional planting could be secured by a planning condition to ensure that it is implemented and maintained. Furthermore, the lower ground floor level would not be seen as a full storey height as the internal floor level would sit below the land level. In summary, when taken as a whole, the basement revision has amounted to an increase in 407m² (taking account of the removal of the refuse store at 20m²), whilst the ground and first floor alterations have resulted in a further 201m² of floor space. At roof level the floor area has been reduced by a total of 12m² (GIA). The total increase is therefore 596m² (GIA). When the proposed increases are considered in conjunction with the supporting landscape architects report and within the context of the original planning application, it is

considered that the proposed increase in scale of the building as a result of excavation of ground levels would not be unduly harmful to the visual amenity and perceived openness of the green belt. It is also recognised that the proposal would result in operational and layout improvements from the original application (P/4071/14).

INFORMATION

This application is reported to Planning Committee as it is a Major Development and therefore falls outside Schedule 1 (d) of the Scheme of Delegation.

Statutory Return Type:	Minor
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	None
Local CIL requirement:	None

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 Crime & Disorder Act

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

The applicant proposes to amend condition 6 (secured by Design) to enable separate secured by design applications to be submitted for each construction phase. The Secured by Design officer has raised no objection to this amendment.

The applicant has set out suggested wording which requires details to be provided for each construction phase for the whole application site development. Had the proposal been otherwise considered acceptable, it is considered that this should be further amended to require details of each individual building rather than the whole application site. It is noted that the Crime Prevention Design Adviser has requested a meeting to understand in more detail how the phased approach to the secured by design measures would be provided. Had the proposal, been otherwise considered acceptable, it is considered that a further meeting could be facilitated. As such, a refusal of the application on this basis is not considered to be justifiable.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985
BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- Nation Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Plans and Elevations

OFFICER REPORT

PART 1: PLANNING APPLICATION FACT SHEET

The Site	
Address	The Princess Alexandra Home, Common Road, Stanmore, HA7 3JE
Applicant	Jewish Care
Ward	Stanmore Park
Local Plan allocation	N/A
Conservation Area	N/A
Listed Building	None
Setting of Listed Building	N/A
Building of Local Interest	N/A
Tree Preservation Order	Yes (No. 10 A1).
Other	The rear boundary of the site abuts Bentley Priory Open Space which is a designated SSSI and nature reserve. On the opposite side of Common Road lies the Harrow Weald Ridge SSSI.

Transportation		
Car parking	No. Existing Car Parking spaces	
	No. Proposed Car Parking spaces	70
	Proposed Parking Ratio	
Cycle Parking	No. Existing Cycle Parking spaces	
	No. Proposed Cycle Parking spaces	56
	Cycle Parking Ratio	
Public Transport	PTAL Rating	1a
	Closest Rail Station / Distance (m)	
	Bus Routes	
Parking Controls	Controlled Parking Zone?	No
	CPZ Hours	No
	Previous CPZ Consultation (if not in a CPZ)	
	Other on-street controls	
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	

PART 2: ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 The site is located on the eastern side of Common Road, which is London Distributor Road, A409.
- 1.2 The application site relates to an existing vehicular access road on the north western part of a larger site which has a total area of 6.75 hectares and currently comprises a 72 bed care home and its associated grounds. The vehicular access adjoins Common Road.
- 1.3 The site is located in the Green Belt and in the Harrow Weald Ridge Area of Special Character. The site is also in a designated Area of Nature Conservation Importance.
- 1.4 The care home site is occupied by a number of detached outbuildings and sprawling building which is primarily two storey in form.
- 1.5 The care home site is substantially covered in woodland. There is a pond towards the southern site boundary and a substantial open garden at the rear of the building.
- 1.6 There is a change in levels across the site, falling from the front of the site to the rear by approximately 15 metres. The greatest level change is beyond the rear of the existing building from north west to south east.
- 1.7 There is a further access point to the care home site from Common Road to the south.
- 1.8 The site currently facilitates 74 off-street car parking spaces.
- 1.9 The site is heavily wooded and is the subject of a Tree Preservation Order (No. 10 A1).
- 1.10 To the north of the application site is the neighbouring residential dwelling Glenthorn Cottage.
- 1.11 The rear boundary of the Princess Alexandra Nursing Home abuts Bentley Priory Open Space which is a designated SSSI and nature reserve. On the opposite side of Common Road lies the Harrow Weald Ridge SSSI.
- 1.12 The Bentley Open Space forms a grade II park and garden
- 1.13 The site has a public transport accessibility level of 1a.

2.0 **PROPOSAL**

- 2.1 The application seeks retrospective planning permission for a temporary construction access and road from Common Road.
- 2.2 The existing access road is intended to serve as a temporary construction road for the means of construction of a new care home and independent living accommodation approved under reference P/4071/14.
- 2.3 In order to facilitate the access a number of trees and vegetation within the site as well as a Highways tree have been removed.
- 2.4 The construction road has been constructed above the existing natural ground levels on site.
- 2.5 The means of access and construction road are surfaced with asphalt.
- 2.6 The submitted Arboricultural Impact Assessment and construction details demonstrate that a cellweb construction sits between the existing ground level and the temporary road surface to ensure that the works can be reversed upon completion of construction.
- 2.7 Following this, it is proposed that the site is restored to its original landscape condition and the area will be enhanced with new landscape mitigations works.
- 2.8 Temporarily, it is proposed that the Hears fencing with green mesh is installed opposite the site entrance to provide a visual screen.

3.0 **RELEVANT PLANNING HISTORY**

- 3.1 A summary of the relevant planning application history is set out in the table below:

Ref no.	Description	Status and date of decision
P/4537/16	Variation of conditions 3 (Approved plans), 6 (Crime prevention), 7 (Parking), 11 (Hard & soft landscaping), 14 (Landscape & woodland management), 22 (Delivery & service), and 27 (Sewage) attached to planning permission P/4071/14 dated 28/08/2015 for demolition of the existing 72 bed care home and redevelopment to provide a part three/part four storey building consisting of a 64 bed care home, 16 independent living suites and 48	To be determined in conjunction with this application.

	independent living flats together with communal facilities (to include a synagogue, day centre, restaurant, activity rooms, gym, shops and guest facilities); provision of new outbuildings along the northern boundary including a substation and generator; provision of vehicular and cycle parking together with internal access arrangement works; provision of refuse storage and associated landscape and tree works within the site.	
P/2212/16	VARIATION OF CONDITIONS 3 (APPROVED PLANS), 6 (CRIME PREVENTION), 7 (PARKING), 11 (HARD & SOFT LANDSCAPING), 14 (LANDSCAPE & WOODLAND MANAGEMENT), 22 (DELIVERY & SERVICE), AND 27 (SEWAGE) ATTACHED TO PLANNING PERMISSION P/4071/14 DATED 28/08/2015 FOR DEMOLITION OF THE EXISTING 72 BED CARE HOME AND REDEVELOPMENT TO PROVIDE A PART THREE/PART FOUR STOREY BUILDING CONSISTING OF A 64 BED CARE HOME, 16 INDEPENDENT LIVING SUITES AND 48 INDEPENDENT LIVING FLATS TOGETHER WITH COMMUNAL FACILITIES (TO INCLUDE A SYNAGOGUE, DAY CENTRE, RESTAURANT, ACTIVITY ROOMS, GYM, SHOPS AND GUEST FACILITIES); PROVISION OF NEW OUTBUILDINGS ALONG THE NORTHERN BOUNDARY INCLUDING A SUBSTATION AND GENERATOR; PROVISION OF VEHICULAR AND CYCLE PARKING TOGETHER WITH INTERNAL ACCESS ARRANGEMENT WORKS; PROVISION OF REFUSE STORAGE AND ASSOCIATED LANDSCAPE AND TREE WORKS WITHIN THE SITE.	REFUSED 9TH AUGUST 2016
<p>REASON FOR REFUSAL:</p> <p>1.2.1 THE PROPOSED DEVELOPMENT, BY REASON OF THE EXCAVATION OF GROUND LEVELS AND ADDITION OF THE LOWER GROUND FLOOR SPACE AND THE RESULTANT INCREASED VISUAL SCALE AND MASSING OF THE NORTH EASTERN BUILDING WING IN CONJUNCTION WITH THE SOUTH EASTERN BUILDING WING, WOULD DETRACT FROM AND ADVERSELY AFFECT THE VISUAL AMENITY AND PERCEIVED OPENNESS OF THE GREEN BELT IN VIEWS FROM WITHIN THE SITE, CONTRARY TO THE NATIONAL PLANNING POLICY FRAMEWORK, POLICY 7.16 B OF THE LONDON PLAN (2016), CORE POLICY CS 1 F OF THE HARROW CORE STRATEGY (2012), AND POLICY DM 16 OF THE HARROW DEVELOPMENT MANAGEMENT POLICIES LOCAL PLAN (2013).</p>		

P/4071/16	DEMOLITION OF THE EXISTING 72 BED CARE HOME AND REDEVELOPMENT TO PROVIDE A PART THREE/PART FOUR STOREY BUILDING CONSISTING OF A 64 BED CARE HOME, 16 INDEPENDENT LIVING SUITES AND 48 INDEPENDENT LIVING FLATS TOGETHER WITH COMMUNAL FACILITIES (TO INCLUDE A SYNAGOGUE, DAY CENTRE, RESTAURANT, ACTIVITY ROOMS, GYM, SHOPS AND GUEST FACILITIES); PROVISION OF NEW OUTBUILDINGS ALONG THE NORTHERN BOUNDARY INCLUDING A SUBSTATION AND GENERATOR; PROVISION OF VEHICULAR AND CYCLE PARKING TOGETHER WITH INTERNAL ACCESS ARRANGEMENT WORKS; PROVISION OF REFUSE STORAGE AND ASSOCIATED LANDSCAPE AND TREE WORKS WITHIN THE SITE	GRANTED 28 TH AUGUST 2015
P/1100/11	EXTENSION OF TIME TO OUTLINE PERMISSION (ACCESS AND LAYOUT) P/3206/08 DATED 16/03/2009 FOR 'REPLACEMENT NURSING & CARE HOME WITH ASSOCIATED DAY CENTRE	GRANTED 9 TH JANUARY 2012
P/3206/08	OUTLINE: REPLACEMENT NURSING & CARE HOME WITH ASSOCIATED DAY CENTRE	GRANTED 16 TH MARCH 2009
P/2979/03/COU	OUTLINE: REDEVELOPMENT TO PROVIDE REPLACEMENT NURSING AND CARE HOME WITH DAY CARE CENTRE	GRANTED 26 TH JANUARY 2006

4.0 **CONSULTATION**

4.1 A total of 5 consultation letters were sent to neighbouring properties regarding this application.

4.2 The overall public consultation period expired on 19th May 2017.

4.3 **Adjoining Properties**

Number of letters Sent	5
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.4 Statutory and Non-Statutory Consultation

4.5 The following consultations have been undertaken*:

LBH Highways
LBH Vehicle Crossing Officer
LBH Drainage
LBH Tree Officer
LBH Landscape Architects

4.6 External Consultation

4.7 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

Consultee	Summary of Comments	Officer Comments
LBH Highways	We would have no objection to the temporary access. This is a practical solution to separate construction traffic from visitors/staff etc during the build. The visibility at this location is better than at the existing access point.	Noted
LBH Drainage	We have no comments on temporary access, all was agreed with Frank Cannon (Network Management Team)	Noted
LBH Vehicle Crossing Officer	I have no objection to this proposal as it will be returned back to highway on completion	A condition is recommended to ensure the highway land is restored.
LBH Tree Officer and Landscape Architect	<u>Comments sent 31st May 2017</u> The updated response is thorough, with the survey of the existing trees and shrub understorey and explains the rationale behind the proposed planting. The proposed planting, including the new evergreen trees and shrubs and range of sizes of plant stock would provide over time an effective screen of views into the site. The clumps of larger, at time of planting, Scots Pine and groups of Birch (nurse species) would help to provide some instant impact and supplement all the other proposed trees and shrub species (such as the	A condition is recommended to ensure the landscape mitigation scheme and management and maintenance plan is implemented and retained.

	<p>oak, sweet chestnut, holly, privet and yew). Some of the shrub understorey has been coppiced to the ground and is already growing back. The coppicing will provide new vigour to the shrubs and these will grow back relatively quickly and grow much faster than the new trees and shrubs, helping to add to the vegetation screen.</p> <p>The proposed planting is acceptable. The three year Management and Maintenance plan is acceptable and should ensure full plant stock by the end of the three year period. The plan is acceptable.</p> <p><u>Comments May 23rd 2017</u></p> <p>Updated tree and shrub survey and plan to show what is existing on the site – we are not clear what has been removed from the site and therefore unable to clearly understand how effective the mitigation scheme would be. The areas where the extensive removal of shrubs, such as the Rhododendron, require identification and the extensive gaps created are to be shown on the drawing.</p> <ul style="list-style-type: none"> - The addition of more evergreen trees and shrubs are required for all year round screening. Suggest plants such as Pinus sylvestris (Scots Pine), Ligustrum vulgare (Wild privet), additional Ilex aquifolium (Holly) and additional Taxus baccata (Yew). Some of the proposed plant stock size is to be larger, to provide instant impact and screening, whilst some of the same species are to be the smaller size, as proposed to ensure ultimate survival and success. - Management and Maintenance Plan for a minimum 3 year period, to ensure the success of the proposed planting. Any plant failures are to be replaced each year until 100% living and thriving plant stock is achieved by the end of the three year period. - There is concern with the number of large Oaks proposed and the likely 	
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	<p>success rate, details will be required to understand how these trees in particular would be managed and what/when they would be replaced with should they not be successful. The proposed large size of the oak trees, at time of planting, is of particular concern. Oak trees when transplanted as large stock have a tendency to fail and would require additional maintenance to ensure success. Other tree species could be proposed as larger stock</p> <ul style="list-style-type: none"> - A plan showing the proposed setting out of the different sized plant species. Demonstrate the proposed spacing of the larger trees in relation to the smaller trees and shrubs. 	
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5.0 **POLICIES**

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

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

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

5.3 In this instance, the Development Plan comprises The London Plan 2016 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].

5.4 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

6.0 **ASSESSMENT**

6.1 The main issues are;

Principle of the Development
Impact on the Green Belt Openness, Character of the Area and Visual
Amenity
Residential Amenity
Traffic, Highway Safety and Drainage
Archaeology and Heritage Impacts

6.2 Principle of Development

- 6.2.1 Paragraph 88 states that “When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 6.2.2 Paragraph 87 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF goes on to inform the determination of whether any particular development in the Green Belt is appropriate or not.
- 6.2.3 Paragraph 89 of the NPPF considers in which circumstances buildings should be regarded as inappropriate development or not. Paragraph 90 considers other forms of development. It states “*Certain other forms of development are also not inappropriate development in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt*”. Engineering operations are included within paragraph 90.
- 6.2.4 The provision of the new vehicle access road is considered to constitute an engineering operation and is therefore not regarded as inappropriate development, subject to impacts on openness and not conflicting with the purposes of including land within it. The proposed provision of the temporary vehicle access road is therefore considered to be acceptable in principle.

6.3 Impact on the Green Belt Openness, Character of the Area and Visual Amenity

- 6.3.1 In order for the current proposal to be considered as an appropriate development in the Green Belt, the NPPF (under paragraph 90) requires two criteria to be satisfied including the openness of the Green Belt and not conflict with the purposes of Green Belt Land.
- 6.3.2 The five purposes identified under paragraph 80 of the NPPF are to: “*check unrestricted sprawl of large built up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns and to assist in urban regeneration, by encouraging the recycling the recycling of derelict and other urban land.*”

- 6.3.3 The NPPF does not give specific guidance on how to assess impacts on Green Belt openness. The London Plan is also silent on this matter. However, at local level, section A of Policy DM16 of Harrow's Development Management Policies Local Plan requires the assessment of Green Belt openness to have regard to:
- a. the height of existing buildings on the site;
 - b. the proportion of the site that is already developed;
 - c. the footprint, distribution and character of existing buildings on the site; and
 - d. the relationship of the proposal with any development on the site that is to be retained.
- In light of these policy requirements, it is considered that an appropriate starting point for an assessment of Green Belt openness are the existing site circumstances.
- 6.3.4 The Princess Alexandra Nursing Home is located within the Harrow Weald Ridge Area of Special Character, defined by policy DM 6 of the Development Management Policies Local Plan (2013). The Harrow Weald Ridge provides an elevated horizon of tree cover and open countryside which spans across the north of the Borough. Although there are dispersed developments across the Area of Special Character, the area as a whole tends to be viewed as a continuous wooded ridge.
- 6.3.5 The current building on site has a varied character. The existing care home building is predominantly two storey in height with some three storey elements. Planning permission was granted under application P/4071/14 for the redevelopment of the care home. This application supported an entirely different building form of development which would be more dispersed across the site due to four projecting building wings and would encroach further into a previously undeveloped part of the sites.
- 6.3.6 The construction of the vehicular access from Common Road and the new length of construction road from the access that connects into the existing road within the wider site have been implemented in order to construct the new care home approved under P/4071/14. However, as outlined above, this has resulted in the loss of trees and vegetation on the north western part of the site and subsequently the existing building is now visible from Common Road. The section of the north western boundary that has now opened up to views is approximately 30 metres in length. The remainder of the boundary adjacent to Common Road remains screened by the existing trees. Due to the siting of the proposed building, this would also be visible from Common Road.
- 6.3.7 The vehicular access and road is associated with a previously developed site in the Green Belt and would constitute a very small area within the wider site. Having regard to the construction road and vehicular access road in isolation from the approved redevelopment, it is considered that this would not conflict with any of the purposes of the Green Belt identified under paragraph 80 of the NPPF outlined above.
- 6.3.8 In addition, officers consider that the hard surfacing of the road and vehicle access, when considered in isolation from the approved redevelopment, does

not have any impact on openness of the Green Belt. Nevertheless, it is considered that the road would have a detrimental impact on its visual amenity as a result of encroachment of additional hard surfacing on the Green Belt as well as the loss of trees and vegetation from the site to facilitate the access. Moreover, the construction road also has a notable detrimental impact and loss of openness of the wider site due to the removal of trees and vegetation and as a consequence the approved building proposed to be constructed would now be significantly more visible from Common Road in views at the northern end of the site, in particular during the winter months. This has resulted in a material change in site circumstances since the approval of the original application (P/4071/14) which concluded that the proposed new building would not have a detrimental impact on the openness of the Green Belt from views from outside of the site due to the dense screening around the boundaries of the site.

- 6.3.9 However, access to the site from this temporary junction will only be required during the construction period for the scheme and the applicant has outlined that there is no intention to retain it on a more permanent basis. The application supporting information outlines that the current location was identified as being the only suitable position for the access to serve demolition and construction with the least impact on trees along the road frontage. Furthermore, the road route was chosen on the basis that it would not impact on any protected trees under the group TPO that applies to the site and it would therefore not impact on any route protection zones.
- 6.3.10 The construction road has been constructed above the existing natural ground levels on site. The submitted Arboricultural Impact Assessment and construction details demonstrate that a cellweb construction sits between the existing ground level and the temporary road surface to ensure that the works can be reversed upon completion of construction and the site restored to its original landscape condition without requiring significant works. It is noted that the use of cellweb (geocells) is in accordance with best practice to ensure avoidance of root damage and ground compaction over the root systems of adjacent trees.
- 6.3.11 At the end of the construction period the temporary access and roadway will be removed and the area landscaped in accordance with a landscape mitigation scheme which accompanies the application.
- 6.3.12 The proposed landscape mitigation scheme is considered to be comprehensive and includes an updated survey of all the existing trees and shrub understory. The details of the landscape mitigation scheme have been reviewed by the Council Landscape architect who has advised that the scheme is acceptable in providing an effective screen and would become successfully established due to a well-considered management and maintenance plan. Officers acknowledge that the scheme would require time to become fully established. It is anticipated that that this would be approximately two to three years. Nevertheless, the clumps of larger, at time of planting, Scots Pine and groups of Birch (nurse species) would help to

provide some instant impact and supplement all the other proposed trees and shrub species.

- 6.3.13 A number of the photographs have been submitted in support of the application. The photographs have been taken opposite Common Road looking into the site at the site entrance and temporary construction access. Since the initial site visit was undertaken by officers earlier in the year (March 2017), the views into the site have substantially altered as some of the trees are no longer bare. It is acknowledged that the current site circumstances in the summer months, demonstrate a much reduced awareness of the existing building. Consequently, although the proposed building would be closer to viewing points in Common Road, officers consider that during the summer and having regard to the significant enhanced landscape mitigation proposed, it is highly unlikely the proposed building would be visible in views outside of the site. During the winter, it is considered that there will be increased potential for some glimpses of the building. However, the landscape mitigation scheme includes a number of carefully placed evergreen species to prevent views into the site. As such, when the landscape scheme becomes fully developed, winter views are likely to be heavily foiled by the dense and overlapping tree canopies including evergreens.
- 6.3.14 There is no visibility of the existing building or unlikely to be of the proposed building from elsewhere on Common Road. This is because of the height and density of the trees and understorey along the site frontage. Therefore, subject to the implementation of the landscape mitigation scheme, it is considered that the existing temporary construction road and vehicle access would not result in a detrimental impact to the openness and visual amenity of the Green Belt in the long term. It is accepted that there would be some temporary detrimental visual impacts and loss of Green Belt Openness as a result of the development. However, officers consider that this temporary impact needs to be weighed against the benefits of the redevelopment of the site to deliver an exemplar new care home to meet an identified need for specialist housing accommodation within the borough as well as other economic benefits including job creation and other landscape and biodiversity benefits as considered under the original application.
- 6.3.15 Overall, on balance, officers consider that the temporary impact of the construction road and vehicle access would be outweighed by the benefits delivered as a result of the redevelopment of the site. The landscape mitigation scheme can be secured by a planning condition and this will ensure that there is no undue impact on the character and appearance of the area and the visual amenities and openness of the Green Belt in the long term. As such, the proposal is considered to comply with the NPPF (2012), policies 7.4B and 7.6B of The London Plan (2016) core policy CS1 B and F of the Harrow Core Strategy (2012) and policies DM 1, DM 16 and DM 6 of the Harrow Development Management Policies Local Plan (2013).

6.4 Residential Amenity

- 6.4.1 Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) requires that: "All development and change of use proposals must achieve a high standard of privacy and amenity of neighbouring occupiers".
- 6.4.2 Glenthorn cottage is the only residential property within close proximity to the proposed development and is sited directly to the north along the shared common boundary. The temporary construction road is likely to give rise to additional noise and disturbance in terms of the comings and goings of construction vehicles as well as some increased visual impact due to the result of the loss of trees and vegetation.
- 6.4.3 Glenthorn Cottage is already located on a busy London distributor road and the construction vehicles access the site will be for a temporary period. Additional tree planting is also proposed adjacent to the northern boundary in between the existing gaps which together with the large number of retained trees will help screen out views of the proposed building. In these circumstances, it is considered that the proposal would not have an unreasonable detrimental impact on the residential amenities of the occupiers of this site. The proposal would therefore accord with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

6.5 Traffic, Highway Safety and Drainage

- 6.5.1 The London Plan (2016) policies 6.3, 6.9, 6.10 and 6.13 seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel. This is further emphasised by policy core policy CS 1 R of the Harrow Core strategy (2012). Policy DM 42 of the Harrow Development Management Local Plan outlines the council's parking standards and cycle parking standards. Policy DM 42 F makes clear that that development proposals should not prejudice highway safety or diminish the convenience of pedestrians and cyclists will be resisted.
- 6.5.2 Policy DM 10 requires that development proposals make provision for the installation and management of measures for the control and reduction of surface water run-off.
- 6.5.3 The supporting documentation outlines that the need for a temporary access road was not originally envisaged at the planning application stage. However, after a detailed design review was undertaken, it became apparent that this would be required in order to be able to safely proceed with the partial demolition of the existing care home and commence development of the new scheme whilst maintain the operation of the existing care home. The use of the existing vehicle access to the south of the site for construction traffic and as a means of access for staff and emergency service vehicles would give rise to potential health and safety risks. The provision of the temporary access therefore enables the separation of construction traffic from operational vehicles associated with the care home. The road is connected to a drainage gully and drainage ditch to drain the road.

6.5.4 The temporary access has been designed to ensure that the visibility splays and drainage works meet the requirements of the Highways Authority. The application has been referred to both Highways Authority and Drainage Authority who have raised no objection to the proposal. Officer considered that the proposed temporary construction road provides a practical solution to improve highways safety during construction and has the benefit of greater visibility compared to the existing access point. As such the proposed development is considered to comply with the policies of the development plan.

6.6 Archaeology and Heritage Impacts

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

6.6.2 Policy CS1 of the Core Strategy states that 'proposals that would harm the significance of heritage assets including their setting will be resisted.

6.6.3 Policy DM 7 of the Harrow Development Management Policies Local Plan (2013) outlines that "*Proposals that secure the preservation, conservation or enhancement of heritage assets and its setting or which secure opportunities for sustainable enjoyment will be approved*".

6.6.4 An Archaeological Priority area lies to the south of the site and the northern and south eastern boundaries of the site adjoin the grade II listed Bentley Priory registered historic park and garden.

6.6.5 The proposed temporary access road is not within or directly adjacent to any of the surrounding heritage assets identified and would therefore not conflict with any of the policies of the development plan outlined.

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 It is accepted that there would be some temporary detrimental visual impacts and loss of Green Belt Openness as a result of the development. However, officers consider that this temporary impact needs to be weighed against the benefits of the redevelopment of the site to deliver an exemplar new care home to meet an identified need for specialist housing accommodation within the borough as well as other economic benefits including job creation and other landscape and biodiversity benefits as considered under the original application. Overall, on balance, officers consider that the temporary impact of the construction road and vehicle access would be outweighed by the benefits delivered as a result of the redevelopment of the site. The landscape mitigation scheme can be secured by a planning condition and this will ensure

that there is no undue impact on the character and appearance of the area and the visual amenities and openness of the Green Belt in the long term.

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1 Timing

The temporary vehicular access from Common Road and the construction road hereby approved, shall be removed from the site within two months following the completion of the care home approved under planning permission No. P/4071/14, varied by planning permission No. P/4537/16, and the public highway land shall be returned to its former condition. The land within the site shall be landscaped in accordance with the landscape mitigation scheme identified on the following approved plans and documents within the first possible planting season following removal of the road: Document titled Response to LB Harrow comments on planting proposals to west of proposed building by LUC May 2017; LUC-6711-LD-SKE-1003 Issue A; LUC-6711-LD-SKE 1002 Issue A; LUC-6711-LD-SKE-1001 Issue A; LUC-6711-LD-SKE-1000 Issue A. The Landscape Mitigation Scheme shall be retained in accordance with the approved plans and document.

REASON: To safeguard the character and appearance of the Green Belt and surrounding locality in accordance with policy 7.16 of The London Plan (2016) and policy DM 16 of the Harrow Development Management Policies Local Plan (2013).

2 Approved Drawing and Documents

Save where varied by the other planning conditions comprising this planning permission, the development shall be undertaken and retained in accordance with the following approved plans and documents: Design and Access Statement; letter from Tetlow King, dated 29th March 2017; Arboricultural Impact Assessment (dated 17th May 2016) by SJ Stephens Associates; 711_PL_005; 1950_CV_S50-DET-0001 Issue T02; 1950_CV_S50-DET-0002 Issue T01; 1950_CV_S50-PLN-0001 Issue T03; 1950_CV-S50-PLN-0002 Issue T02; LUC_6711_LD_PLN_301 Issue E; Document titled Response to LB Harrow comments on planting proposals to west of proposed building by LUC May 2017; LUC-6711-LD-SKE-1003 Issue A; LUC-6711-LD-SKE 1002 Issue A; LUC-6711-LD-SKE-1001 Issue A; LUC-6711-LD-SKE-1000 Issue A;
Reason: For the avoidance of doubt and in the interests of proper planning.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development, in compliance with policies DM 1 and DM 22 of the Harrow Development Management Policies Local Plan (2013).

Informatives

1 **Policies**

The following policies are relevant to this decision:

National Planning Policy:

National Planning Policy Framework (2012)

The London Plan (2016):

5.12 Flood Risk Management

5.13 Sustainable Drainage

6.3 Assessing effects of development on transport capacity

6.9 Cycling

6.10 Walking

6.13 Parking

7.4 Local character

7.6 Architecture

7.8 Heritage Assets and Archaeology

7.16 Green Belt

7.21 Trees and Woodlands

Harrow Core Strategy (2012)

CS1: Overarching Principles

Harrow Development Management Policies Local Plan (2013):

Policy DM 1 Achieving a High Standard of Development

Policy DM 6 Areas of Special Character

Policy DM 7 Heritage Assets

Policy DM 10 On Site Water Management and Surface Water Attenuation

Policy DM 16 Maintaining the Openness of the Green Belt and Metropolitan Open Land

Policy DM 20 Protection of Biodiversity and Access to Nature

Policy DM 21 Enhancement of Biodiversity and Access to Nature

Policy DM 22 Trees and Landscaping

Policy DM 42 Parking Standards

2 **INFORMATIVE: Pre-application engagement**

Statement under Article 31 (1) (cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended). This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

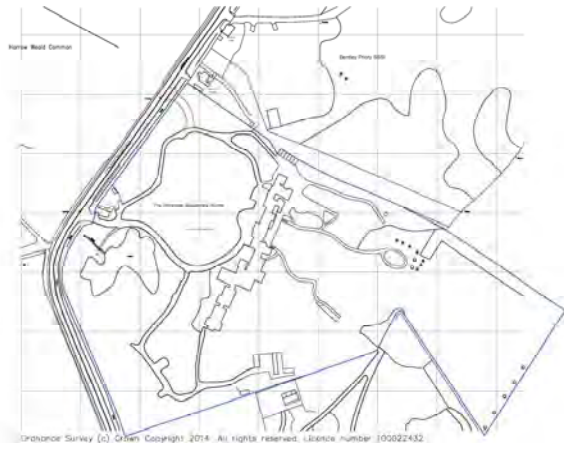
INFORMATIVE: Compliance with Planning Conditions

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

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

APPENDIX 2: SITE PLAN

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PLANNING	
<p>Project Name: Pollard Thomas Edwards</p> <p>Project No: 10/11</p> <p>Project Ref: 711_PA_005</p>	<p>Project Name: Pollard Thomas Edwards</p> <p>Project No: 10/11</p> <p>Project Ref: 711_PA_005</p>

APPENDIX 3: PLANS AND ELEVATIONS

