

Waxwell Lane Concept Design Development: **Background Document**

Contents

1. Executive Summary

- 1.1. Purpose of this document
- 1.2. Appointment of architects and the design brief
- 1.3. Mandate and Cabinet decision
- 1.4. Parking in Pinner
- 1.5. Appropriate development

2. Planning and Policy

- 2.1. Purpose
- 2.2. Site description
- 2.3. Planning policy background
- 2.4. Changing the use of Waxwell Lane Car Park
- 2.5. Uses that might be appropriate for the site
- 2.6. Planning related constraints for development of the site
- 2.7. Environmental considerations relating to the site
- 2.8. Social considerations relating to the site
- 2.9. Economic considerations relating to the site
- 2.10. Current housing provision in Pinner
- 2.11. Permitted Development housing in Pinner
- 2.12. Engagement
- 2.13. Local Planning Authority engagement
- 2.14. Planning application process

3. Project Brief and Concept Development

- 3.1. Principles of the Regeneration Programme
- 3.2. Procurement process
- 3.3. Spend on concept development
- 3.4. Consultants and sub-consultants
- 3.5. Tenure
- 3.6. Housing mix
- 3.7. Affordable housing
- 3.8. Conservation Area considerations
- 3.9. Archaeological Priority Area
- 3.10. High quality design
- 3.11. Environmental impacts
- 3.12. Impact on immediate neighbours

4. Site-specific Considerations

- 4.1. Legal status of the site
- 4.2. History of site ownership
- 4.3. Rights of way and easements
- 4.4. Right to light
- 4.5. Site construction management strategy
- 4.6. Managing waste collection
- 4.7. Services
- 4.8. Access through alleyway connecting Bridge Street to the site
- 4.9. Access to Oak Lee Montessori School
- 4.10. Car Club/ Pool

5. Summary of Stage 2 Report

- 5.1. Overview
- 5.2. Further work
- 5.3. Conclusion

6. Transportation and Parking

- 6.1. Parking signage
- 6.2. Pedestrian crossings
- 6.3. Traffic congestion
- 6.4. Parking survey
- 6.5. Business Parking permits
- 6.6. On-Street parking
- 6.7. Needs-based parking
- 6.8. Parking for potential new residents

7. Impact on Pinner

- 7.1. Economic impact on Bridge Street
- 7.2. Traffic congestion
- 7.3. Schools capacity
- 7.4. Access to health facilities in Pinner
- 7.5. Metroland and the dormitory suburb
- 7.6. Infrastructure

8. Potential Contributions to Pinner

- 8.1. Waxwell Lane Conservation Area improvements
- 8.2. Supporting the Heath Robinson Museum
- 8.3. Pinner history trail
- 8.4. Unculverting the Pinn and building SUDs

List of Figures

1. Conservation area and archaeological priority area boundaries
2. List of uses within the Town and Country Planning Order 1987
3. Primary shopping area of Pinner
4. Extract from parking addendum of the London Plan
5. Benchmark market rents and discounted market rents for the potential development of Waxwell Lane Car Park
6. Map of conservation area in Pinner
7. View down Waxwell Lane
8. New 5 storey development off Bridge Street
9. Contextual Materials Study
10. Mews width study
11. Flytipping in alleyway between site and Bridge Street
12. Parking provision for nearby schools and nurseries with no on-site provision
13. Car Park Availability (Public Car Parks) on Saturday
14. Car Park Availability (Public Car Parks) on Thursday
15. Car Park Availability (Public + Private Car Parks) on Saturday
16. Car Park Availability (Public + Private Car Parks) on Thursday
17. Total Business Permit Parking Beat (2016 + 2017 Survey)
18. Business Permit Parking Beat with comparison (2017 Survey)
19. 200m on-street parking beat survey
20. School capacities in the NW part of Harrow
21. Map of Metroland and the extensions to it
22. Welcome board for Buderim history walk
23. Adapted signage on existing landmarks for Buderim history walk
24. Reader plaques for Buderim history walk
25. Buderim memorial gate

1. Executive Summary

1.1. Purpose of this document

- 1.1.1. This background document marks the end of a consultation process which accompanies the concept design (RIBA Stage 2) and feasibility study for a potential development on the Waxwell Lane car park site in Pinner.
- 1.1.2. It reports back on research findings – which address questions asked during the consultation – as well as the results of surveys and design development to date.
- 1.1.3. The document will be presented at the last public event of this consultation period, to be held at Waxwell Lane Car Park on 11th September 2017.

1.2. Appointment of Architects and the design brief

- 1.2.1. Gort Scott architects and their sub-consultants (see 3.4) were appointed by Harrow Council to undertake a concept design and feasibility study for a residential development on Waxwell Lane car park based on options testing and an extensive, bespoke consultation process held before, and beyond the requirements of, the statutory consultation to be held on submission for planning permission (see 2.12; ref. Waxwell Lane Feasibility and Design Study Team: Invitation to Tender).
- 1.2.2. The contract, awarded in May 2016 after Gort Scott won a competitive tender, also covers work on Stages 3 and 4 subject to Council sign-off (see sections 3.2 on the procurement process and 1.3 on council sign off).
- 1.2.3. The competition brief for the procurement of an architect, informed by Harrow Council's commercial advisors, assumed a commercial capacity of 34 units and 11 parking spaces for these units: a ratio of 1 parking space for every 3 units.
- 1.2.4. Through capacity and viability modelling, and design testing of the site potential to inform and respond to the consultation process Gort Scott have adjusted this brief to 20 units with 20 dedicated parking spaces: 1 parking space per unit (see 3.10.3.9 and 6.8).
- 1.2.5. This concept design for a potential development on Waxwell Lane Car Park will be presented to Harrow Council's Cabinet on 14th September 2017, along with a commercially sensitive options paper (see 1.3.1) to inform a Council decision on progressing the project to submission for planning approval and construction detailing (RIBA Stages 3 and 4). On the impact of this decision see 1.3.3.

1.3. Mandate and Cabinet Decision

- 1.3.1. The background information in this document supports and informs *Waxwell Lane Residential Project: Development Feasibility Scenarios*, a commercially sensitive options paper that sets out the financial implications of the current options, including net initial yield in the case of delivering the project, and revenue loss in the case of halting it (see 3.3.2.1 - 3.3.2.5; ref. Waxwell Lane Residential Project: Development Feasibility Scenarios).

- 1.3.2. The options paper was presented to the Regeneration Operations Board on 25th July and the Council's Regeneration Board on 3rd August; at these, a return of 5%, in line with the Regeneration Programme's financial aims (see 3.1.1 and 3.5.1), was approved.
- 1.3.3. A decision to proceed with detailed design of the project does not affect the normal approval process for the development to go ahead: it remains subject to planning approval and further Council approval is to be sought on completion of detailed design to approve contractor procurement and construction (RIBA Stage 5).
- 1.3.4. The *Feasibility Scenarios* are being presented to Cabinet on completion of concept design to request permission to proceed with detailed design as an exception: unlike other Key Regeneration sites, and due to the sensitive nature of the potential development of the site, the brief for concept development and consultation did not include a mandate to proceed to planning submission without internal review.
- 1.3.5. This extended Stage 2 Concept Design process – including the extended consultation period and the discussions around site parameter as well as whether the development would go ahead or not – is therefore unique in the programme.
- 1.3.6. As such, neither the options paper nor this background document set a precedent for future regeneration sites to go through a similar process or require Cabinet sign-off to process to proceed to detailed design for submission to planning.

1.4. Parking in Pinner

Three main objections were raised in consultation against the development, based on the perceived impact of closing Waxwell Lane car park:

- 1.4.1. The parking spaces in Waxwell Lane Car Park are indispensable to the good functioning of Pinner and the quality of life of its residents.
- 1.4.2. Pinner needs no more development: it is at capacity; there is particular resistance to the construction of more poorly-designed flats without car parking for new residents.
- 1.4.3. Bridge Street businesses will suffer or cease to function without Waxwell Lane car park as a public car park.
- 1.4.4. In order to assess and address these concerns, the Regeneration Team carried out parking capacity, on-street parking and business impact surveys (see 6.4, 6.6 and 7.1), with the following results:
 - 1.4.4.1. Parking Capacity studies, carried out in 2015, 2016 and 2017 on both a working weekday and on Saturday, indicate that there is nothing in the data to suggest that parking demand has increased since 2016, and that although the loss of car parking will impact the area, this impact is manageable. In conclusion, there is sufficient parking capacity in Pinner to absorb the change and therefore, with the closure of the Waxwell Lane car park, the town centre would retain sufficient car

parking to meet current demands (see 6.4; ref. Waxwell Lane - Stage 2 Document, July 2017 by Caneparo Associates).

- 1.4.4.2. A survey of on-street parking capacity conducted in parallel to the 2017 parking capacity study indicates that at no point did parking occupancy reach the 90% threshold at which parking stress is expected to occur. (see Fig. 19; ref. Waxwell Lane - Stage 2 Document, July 2017 by Caneparo Associates)
- 1.4.4.3. A business impact survey of Bridge Street businesses conducted on Tuesday 22nd August 2017 indicated that roughly one third of businesses felt that the potential development on the Waxwell lane Car Park site would be negative, a third of businesses felt neutral about the potential development or did not know whether it would affect them, while a third of businesses interviewed felt that a potential development would be positive for their business (see 3.12.2.5.1 – 3.12.2.5.3).

1.5. Appropriate development

To address concerns over poorly-designed new developments, Gort Scott have worked with the Regeneration Team to develop a concept design based on the following principles:

- 1.5.1. Reduced density, appropriate to and reflective of local density and typologies (see 2.6.5)
 - 1.5.2. A safe, playable mews street with regard for the creation of a safe community (see Fig. 10, 3.10.3.11 and 3.10.3.12)
 - 1.5.3. As the site is partially situated within a conservation area, architects' proposals have been designed such that significant views from Waxwell Lane are preserved or improved (see Fig. 06)
 - 1.5.4. Different measures have been taken to ensure that the development is of a high standard, and is well integrated with Pinner's character (see 3.10)
 - 1.5.5. **Capacity**
To address the perception that Pinner has reached its development capacity, we have set out:
 - 1.5.6. The ways in which infrastructure is proportioned relative to development in an area (see 7.6);
 - 1.5.7. That Pinner is developing at a slower rate than much of the borough (see 7.6.3);
 - 1.5.8. That Pinner is part of the schools expansion programme (see 7.3.2);
 - 1.5.9. The Pinn Medical Centre will be upgraded to a hub - which will offer specialised services more locally in recognition of the local population's needs. It is one of the first two in the borough. (see 7.4.4)
-

2. Planning and Policy

2.1. Purpose

This section is intended to set out:

- the site context
- the planning context;
- planning constraints relating to the site and;
- whether the site could be developed for other uses to secure its optimal use and consistent with the spatial development plan for Harrow – the Harrow Local Plan;
- the planning considerations for redevelopment of the site
- the process of engagement in the planning process; and
- how planning decisions are made

2.2. Site description

- 2.2.1. The site is located on northern edge of Pinner Town Centre, as defined by the Harrow Proposals Maps, adopted in 2013. It is a backland site, located to the rear of properties fronting Bridge Street, Waxwell Lane and Love Lane.
- 2.2.2. The site is used as a car park, with 111 car parking spaces, and access via Waxwell Lane, to the north of the row of a group of locally listed cottages.
- 2.2.3. The Waxwell Lane Conservation Area abuts the northern boundary of the site and includes part of the entrance of the site (see Fig. 01 and 3.8). A row of conifers lines the southern edge of the site with other deciduous trees adjacent to the entrance and western edge.
- 2.2.4. The site is not located within any flood zones but, in common with large parts of the Borough, is located within a Critical Drainage Area¹.
- 2.2.5. The site is located within an Archaeological Priority Area² that covers large parts of Pinner Town Centre.

¹ A Critical Drainage Area is an area within Flood Zone 1 (areas of the Borough with the lowest risk of flooding) which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency

² *Archaeological Priority Areas (APAs)* are areas where there is significant known *archaeological* interest or potential for new discoveries. APAs are used to help highlight where development might affect heritage assets.

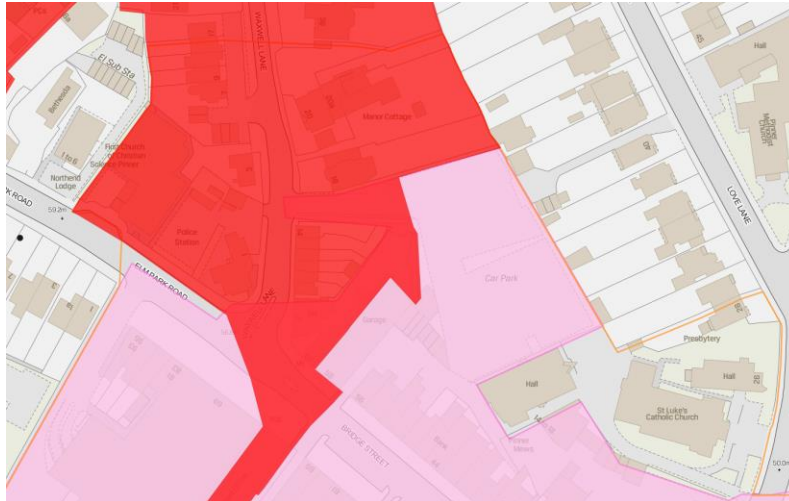


Figure 01: Site including Waxwell Lane Conservation Area (red shaded area), Pinner Town Centre (pink shaded area) and Area of Archaeological Priority (orange outline)

2.3. Planning Policy background

- 2.3.1. The Planning and Compulsory Purchase Act 2004 (as amended) [“the PCPA Act”] introduced the requirement for local authorities to enact and adopt a Development Plan. In Harrow, the Development Plan comprises The London Plan 2016 (consolidated with amendments) and the Harrow Local Plan. The Harrow Local Plan comprises the Harrow Core Strategy 2012, Harrow Development Management Policies Local Plan 2013, Harrow Site Allocations 2013, Harrow and Wealdstone Area Action Plan 2013, and the Joint West London Waste Plan 2015.
- 2.3.2. The purpose of the Development Plan is to guide the spatial development of the Borough in a sustainable manner. S38(6) of the PCPA Act 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.”*
- 2.3.3. All Development Plans must be ‘in general conformity’ with the National Planning Policy Framework [NPPF]. The NPPF seeks to achieve ‘sustainable development’ by ensuring that economic, social and environment considerations are balanced appropriately.
- 2.3.4. In adopting the Local Plan, Harrow Council needed to ensure that the plan was ‘sound’. In examining the Local Plan, the Planning Inspectorate, on behalf of the Secretary of State for Local Government and Communities, confirmed that the plan was sound and ‘in general conformity’ with the NPPF.

2.4. Changing the use of Waxwell Lane Car Park

- 2.4.1. The site is located with the Pinner and Hatch End sub-area, as set out within the Harrow Core Strategy [CS]. Policy CS6 of the CS sets out a number of requirements to maintain and improve the quality of the environment of the sub-area. The reasoned justification to the policy supports enhancements to the public

realm of Pinner Town Centre to support the conservation area management plan³. The site is not allocated for development during the Development Plan period. However, in addition to the capacity of the sub-area to accommodate 161 net additional homes from identified sites, the reasoned justification states that additional housing capacity will be sought from unforeseen opportunities on previously developed sites. A car park is defined as a previously developed land in planning terms.

- 2.4.2. The Development Plan does not contain policies which seek to maintain car parks. At a strategic level, The London Plan encourages the adoption of policies which reduce car dependency though it should be noted that the strategic policies also encourage the safeguarding of the vitality of town centres and the provision of appropriate servicing and delivery for town centre businesses. These objectives are often linked to the services and amenities available to town centres. Strategic policies also require that proposals ensure the safety of the transport network. If these aspirations (reducing car dependency, safeguarding the vitality of town centres, maintaining appropriate servicing for businesses and maintaining the safety of the highway network) are met, there are no planning policy related reasons why the use of the land could not be changed, subject to consideration of the environmental impacts (relevant environmental impacts are set out at section 6.1) relating to the proposed use.

2.5. Uses that might be appropriate for the site

- 2.5.1. The modern planning system in the UK was formally established through the enactment of the Town and Country Planning Act 1947. Since that time, the general principles of planning have developed through various acts of parliament, statutory instruments, circulars, guidance papers and rulings of the courts. The overarching principle guiding the development of land in the UK is to ensure that development is sustainable, that land is used effectively and uses of land are compatible with each other. Each local authority must develop a Development Plan (Local Plan) to guide this process.
- 2.5.2. The development of land must have regard to the Development Plan. To determine what future uses of land might be 'appropriate', it is necessary to consider the following points:
- 2.5.2.1. Whether the existing is safeguarded by the Development Plan (as set out in Section 2.4.2 above);
- 2.5.2.2. Whether the strategic policies of the Development Plan supports or encourages the proposed use;
- 2.5.2.3. Whether there is a need for that use within the Borough or the locality; and
- 2.5.2.4. Whether that use is compatible with the surrounding land uses.

³ The Waxwell Lane and Pinner High Street Conservation Area Management Plans can be viewed [here](http://www.harrow.gov.uk/info/200162/conservation_and_biodiversity/162/pinner_conservation_areas), http://www.harrow.gov.uk/info/200162/conservation_and_biodiversity/162/pinner_conservation_areas

If the proposed use meets these tests (and it should be noted that mixed uses or more than a single use might be appropriate), they could be considered to be appropriate land uses in principle.

- 2.5.3. The Town and Country Planning (Use Classes) Order 1987 (as amended) organises differing uses in categories and 'sui generis' uses (uses that fall outside of all defined planning use classes). The Use Classes Order (set out at Figure 1) provides a useful starting point for analysing what alternative uses of the car park might be appropriate. As a car park is a 'sui generis' use, the use of the land for any other purpose would require planning permission.

Part A

- **A1 Shops** - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- **A2 Financial and professional services** - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as "sui generis" uses (see below).
- **A3 Restaurants and cafés** - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
- **A4 Drinking establishments** - Public houses, wine bars or other drinking establishments (but not night clubs).
- **A5 Hot food takeaways** - For the sale of hot food for consumption off the premises.
- **AA Drinking establishments with expanded food provision**

Part B

- **B1 Business** - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
- **B2 General industrial** - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- **B8 Storage or distribution** - This class includes open air storage.

Part C

- **C1 Hotels** - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
- **C2 Residential institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **C2A Secure Residential Institution** - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
- **C3 Dwellinghouses** - this class is formed of 3 parts:
 - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
 - C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
 - C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.
- **C4 Houses in multiple occupation** - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Part D

- **D1 Non-residential institutions** - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- **D2 Assembly and leisure** - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Sui Generis

- Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Figure 02: List of uses within The Town and Country Planning (Use Classes) Order 1987 (as amended)

2.5.4. The 'A Class' uses within the Uses Classes Order refer primarily to town centre uses. These are shops (A1), financial and professional services (A2), restaurants and cafes (A3), drinking establishments (A4) and hot-food takeaways (A5). The site is not within the primary shopping area of Pinner Town Centre and given its backland siting, would be unlikely to attract a sufficient degree of footfall to support these uses, resulting in an poor quality environment, which would detract from the overall vibrancy of the town centre. In addition, planning policies seek to ensure that edge-of-centre or out-of-centre locations are only considered for retail uses when other sites within the town centre locations have been demonstrably shown to be undeliverable. Noise and odours associated with some of these uses may also render such uses incompatible with the surrounding land uses. As such, 'A class' uses are considered inappropriate on this site.

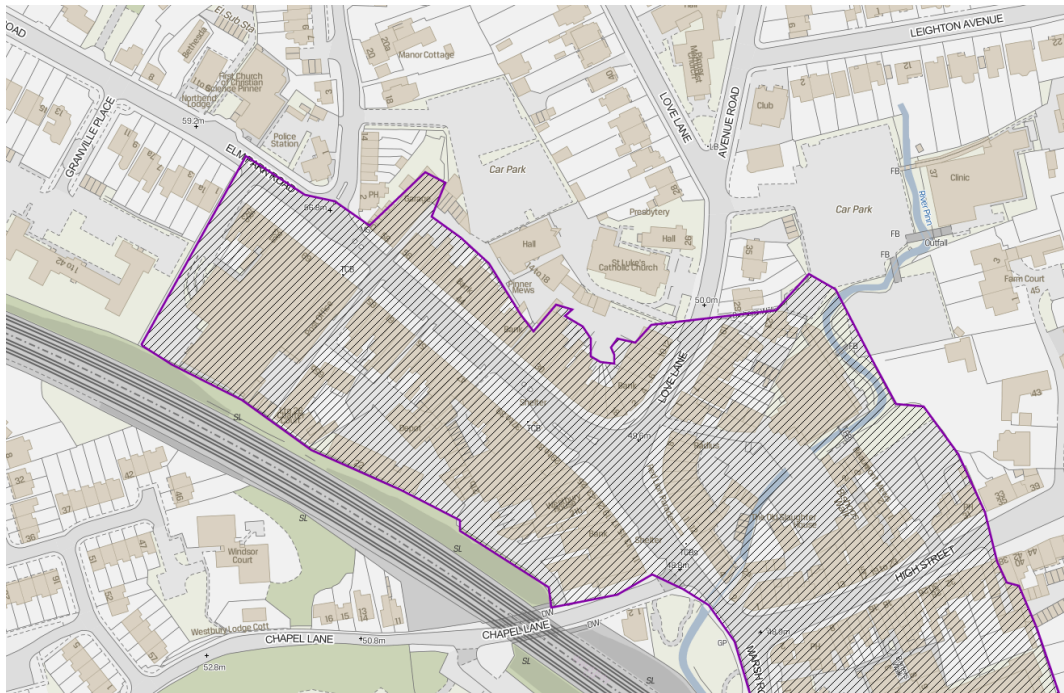


Figure 03: Primary Shopping Area of Pinner

2.5.5. 'B Class' uses are business (B1) and storage & distribution (B8). B1 office space is an appropriate town centre use. B2 uses are generally uses that generated high levels of noise, odour or other air-borne emissions and would be incompatible with the residential uses adjacent to the site. B8 space is not a town centre use and is generally incompatible with town centre uses.

2.5.6. Pinner Town Centre has experienced a general decline in the level of business use floorspace in operation in the last 10 years. This trend is referenced in the Harrow Core Strategy and has been accelerated by the government's introduction of a 'Prior Approval' process for changing the use of B1 space to residential. These trends indicate an overall decline in the demand for business space and the viability and success of business space is therefore highly questionable. Failing business space would have a damaging effect on the quality of the town centre environment. In terms of storage and distribution uses, the constrained nature of the access points and the surrounding road network would provide high levels of stress on the road network from HGVs regularly accessing the site. As such, 'B Class' uses are considered incompatible or inappropriate on this site.

- 2.5.7. 'C class' uses comprise hotels (C1), residential institutions (C2), dwelling houses (C3) and houses in multiple occupation (C4). All these uses are common to town centres and can add to the vibrancy of town centres.
- 2.5.8. Hotels and secure institutions require substantial levels of car & coach parking, along with significant servicing requirements. Coupled with the substantial scale of development that would be required by operators of these types of uses, it's questionable whether these uses could be operated viably on the site. Though these uses are supported in principle by the policies of the Development Plan subject to environmental considerations, it's unclear whether there is sufficient demand for these types of uses in this location.
- 2.5.9. Residential dwelling houses are an appropriate town centre use, and this site on the edge of the town centre and in backland location offers in-built privacy for future occupiers. This use would be compatible with the surrounding land uses. In terms of the pressures on land within the Borough for new development, the demand for housing far outstrips the demand for other individual uses. Since the adoption the Local Plan, annual housing targets (which are expressed as minima) has increased from 350 homes per year to 593. There is a clear and ready-made market for residential dwelling houses and the provision of housing on the site would be consistent with, and supported by, Local Plan policies. Purpose-built Houses in multiple occupation require a ready-made market e.g. a nearby university. It's questionable whether this use would serve a local demand. These uses are also often unpopular in residential areas as they can attract anti-social behaviour.
- 2.5.10. 'D Class' uses are non-residential institutions (D1) and assembly and leisure uses (D2). These are appropriate town centre uses but also commonly found elsewhere. These uses are associated with significant movement and disturbance at particular times of day that are sometimes incongruous with residential uses, particularly where the use of the land has changed entirely e.g. introduction of a new school or place of worship. These uses could be supported on the site, subject to environmental considerations.
- 2.5.11. Development Plan policies support a number of alternative uses for the site, including B1, C3, D1 & D2 uses, subject to assessments of environmental conditions. Of these uses, the greatest pressure on availability of land and demand relates to housing (C3). As such, and because of its compatibility with surrounding land uses, this use would be likely to receive the greatest level of support in principle in planning policy terms.

2.6. Planning related constraints for development of the site

- 2.6.1. The site is located on the northern edge of Pinner Town Centre, outside of the primary shopping centre and shopping frontages of the town centre.
- 2.6.2. Part of the entrance to the site is within the Waxwell Lane Conservation Area and the northern boundary of the site abuts the conservation area. There are no listed or locally listed buildings on the site. There are, however, four Grade II Listed to the west and north of the site: the milestone on the junction of Waxwell Lane and

Bridge Street; Pinner Police Station; No.3 Waxwell Lane and Manor Cottage on Waxwell Lane. There are 3 locally listed buildings in the vicinity of the site: Oddfellows Pub to the west, 36 Bridge Street to the south and St Luke's Roman Catholic Church to the south-east of the site. The site is within an Archaeological Priority Area. Policy DM7 of the Harrow Development Management Policies Local Plan 2013 sets out a number of considerations and requirements for development proposals which may have an impact on heritage assets.

- 2.6.3. The site is located within a Critical Drainage Zone but is not located within any fluvial or surface water flood zones. Policy DM11 of the DMP requires mitigation measures to be included in the redevelopment of the site to ensure flood risk is averted.
- 2.6.4. There are no trees on the site with Tree Preservation Orders (TPOs)⁴. There are no particular constraints in terms of site coverage, though planning policies aspire to retain good quality trees. Design development should have regard to maintaining those good quality trees on the edges of the site.
- 2.6.5. There are no planning constraints on the site which would unduly constrain the development of the site. The surrounding area is relatively fine-grain with low rise development predominant. As such, and guided by the predominant grain and scale of development in the surrounding which any redevelopment of the site would be required to have regard to, it is considered that the maximum height of any redevelopment proposal for the site could not exceed 3-4 storeys in height.
- 2.6.6. Design development will also need to have regard to the parking and servicing requirements for the development. If a residential scheme is pursued, the density matrix for units and habitable rooms set out in The London Plan should be addressed.

2.7. Environmental considerations relating to the site

- 2.7.1. Design Quality: Design quality and ensuring development contributes in a positive manner is a key consideration in assessing the planning merits of development proposals. A number of Development Plan policies seek to ensure that schemes development a high standard of design and layout that has positive effects on the environment. Policies 7.4, 7.5 & 7.6 of the London Plan set out the requirements for design quality as well policy DM1 of the Harrow Development Management Policies Local Plan. On the Waxwell Lane car park site, development would need to have regard to the surrounding development in terms of scale, layout, massing and urban grain and the public realm should marry well with its surroundings. The architecture need not replicate surrounding architectural styles (Development Plan polices encourage innovative design) but should be contextually relevant i.e. the architectural language should provide a connection with the vernacular architecture without mimicking it.

⁴ It should be noted that because the land is owned by the council, there was never an incentive to place TPOs on trees on the site. The quality of trees on the site cannot therefore be determined simply by the absence of TPOs on the site. It should also be noted that the trees within the Waxwell Lane Conservation Area portion of the site do enjoy similar protections to TPO trees by virtue of their location within a conservation area.

- 2.7.2. Residential Quality: The qualities and amenities of existing residential property should not be unduly compromised by new development. Policy 7.6 of the London Plan and policy DM1 of the Harrow Development Management Policies Local Plan require that new buildings and structures do not cause unacceptable harm to the amenity and privacy of residential properties. On this site, it would be important to ensure that development is not of a scale that it would not unduly overshadow neighbouring gardens and windows and openings are not so close or orientated in such a way to unduly compromise the privacy of neighbouring occupiers.
- 2.7.3. Biodiversity and Ecology: Supporting enhanced biodiversity and ecology accords with sustainable development principles and policy DM22 of the Harrow Development Management Policies Local Plan supports the provision of measure to encourage biodiversity. On this site, it would be necessary to ensure that nesting birds in adjacent trees are protected during and after the construction period. Consideration will also required for the type of soft landscaping and species to be used, as well as whether things like 'swift boxes' (false bricks that allow swifts to nest within cavities of houses) can be incorporated.
- 2.7.4. Climate Change and Flood Risk: The policies of the Development Plan seek to ensure that new development would have positive long term effects on reducing carbon emissions, reducing pollutants, improving air quality and mitigating the threat of rising global temperatures and the challenges this poses to flood risk. Policies 5.2, 5.3, 5.12, 5.13 & 5.15 of the London Plan and policies DM9, DM10, DM11, DM12 and DM14 of the Harrow Development Management Policies Local Plan advocate policies which seek to have positive impacts on the climate. On the Waxwell Lane car park site, it would be necessary to ensure that the most efficient energy source is selected i.e. combination gas & heat boilers or combined heat and power (CHP), that the scheme is designed to minimise energy and water use, and includes mitigation measures for reducing flood risk.
- 2.7.5. Transport, Servicing and Highway Safety: The policies of the Development Plan encourage sustainable forms of transport, that development does not compromise highway safety and adequate provision is made for servicing requirements. Policies 6.3, 6.10 and 6.13 of the London Plan and policies DM42 and DM43 of the Harrow Development Management Policies Local Plan seek to achieve these aims. In the context of the Waxwell Lane site, any development proposals would need to ensure that a balance is struck between reducing car parking, providing alternative modes of transport, and ensuring cars would not spill onto the surrounding streets to the detriment of highway safety and traffic flow. The London Plan sets out the relevant parking standards for new developments – no local parking standards have been adopted. The London Plan recognises that in suburban locations⁵ with poor transport links and family sized housing⁶, parking levels higher than 1 space per unit may be required, as set out at Table 6.2 of the London Plan (extract below). The application site, however is located within an area with a good (3 or above) public transport accessibility level [PTAL] where all developments “should

⁵ The London Plan sets out 3 character areas; central, urban and suburban, defined at policy 3.4 of the London Plan. The application site has both urban and suburban qualities

⁶ Family housing is defined in the London Plan as having 3 bedrooms or more

aim for a significantly less than 1 space per unit⁷. It's worth noting that recent significantly scaled housing redevelopments in Pinner have not exceeded a 1:1 parking ratio⁷.

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
Suburban	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	150–250 hr/ha		200–450 hr/ha		200–700 hr/ha	
3.8–4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	
Central	150–300 hr/ha		300–650 hr/ha		650–1100 hr/ha	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/hr		100–240 u/ha		215–405 u/ha	

Maximum parking standards

Maximum residential parking standards			
number of beds	4 or more	3	1-2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit
Notes:			
All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit			
Adequate parking spaces for disabled people must be provided preferably on-site ¹¹			
20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.			
In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.			

Figure 04: Extract from Parking Addendum to Chapter 6 of The London Plan

2.8. Social considerations relating to the site

2.8.1. Housing and mix of housing sizes and tenures: The policies of the development plan encourage the provision of new housing to meet a well-documented housing need in London, with particular regard to a long-standing under-delivery of affordable housing in London and creating a healthy mix of tenures in London to avoid creating areas with high level of deprivation. Policies 3.3, 3.4, 3.8, 3.9 & 3.11 of the London Plan and policy DM24 of the Harrow Development Management Policies Local Plan seek to ensure that a mix of housing is provided, both in terms of unit size and tenure i.e. market for sale, private rented housing, discounted market rent housing, intermediate housing and affordable rented housing. These

⁷ Mill Farm Close has a PTAL of 1a and included a parking ration of 1:1. The redevelopment at the rear of Bridge Street [PTAL 3] for 26 flats has 2 disabled car parking spaces. The recently granted redevelopment of the site of the former George V Public House (PTAL 3) proposed 'zero' car parking spaces.

policies recognise that not all tenures or sizes can be feasibly delivered on individual sites. Were a residential use to be pursued on the Waxwell Lane site, it would be necessary to demonstrate that the proposals would be optimised to meet housing need identified by the Development Plan, having regard to development economics and what can viably be delivered on the site.

- 2.8.2. **Accessibility and Inclusivity:** The policies of the Development Plan require development proposals to ensure that every person or family, regardless of their ethnicity, gender, mobility or physical ability should be able to use all the spaces freely available to the public and that provision is made for housing to meet all needs and requirements. Policies 3.5 and 7.2 of the London Plan and policies DM1 and DM2 of the Harrow Development Management Policies Local Plan require specific standards to be met in this regard. On the Waxwell Lane site, it would be necessary to ensure that all public areas are designed to be inclusive to all, and that a number of the homes are designed to meet a specific need.
- 2.8.3. **Accessibility:** In accordance with the requirements of policy 3.8 of The London Plan, policy CS1.K of the Harrow core Strategy and policy DM2 of the Harrow Development Management Policies Local Plan and Part M of The Building Regulations, 100% of new dwellings would be designed to be accessible. Of these, 90% would be designed to Building Regulation standard M4(2) “accessible and adaptable” and 10% of the units would be designed to Building Regulation M4(3) “wheelchair user dwellings”. The development would be designed to meet the needs of all users, both now and in the future i.e. all homes would be designed to ensure that, with minor adaptations, they could support occupiers of all ages, mobility and physical and mental abilities. This approach would also extend beyond the home, ensuring that public and privately accessible areas and areas of the public realm could cater for everybody, providing proper housing choice for future occupiers.
- 2.8.4. **Security and Crime:** The policies of the Development Plan seek to ensure that opportunities for crime are minimised. Policy 7.3 of the London Plan and policy DM1 of the Harrow Development Management Policies Local Plan require developments to be designed in a way which reduce opportunities for criminal behaviour, creates a sense of security for users and reduces the perception of crime. On Waxwell Lane, the scheme would be require to ensure that public areas have a good sense of surveillance, private areas are adequately secured and that there is a clear sense of ownership over land.

2.9. Economic Considerations relating to the site

- 2.9.1. **Creation of Employment:** The Development Plan seeks to maximise opportunities for local employment arising through development proposals. On Waxwell Lane, were development to go ahead, it would be necessary to set out an employment and training strategy, to ensure local companies services were used where possible and aspiring construction employees were given opportunities to learn and be employed on the site, during the construction phases.

2.9.2. Town centre vitality: The Development Plan generally seeks to support the vibrancy and vitality of the town centre. In the development of the site, it would be necessary to consider whether the loss of car parking and its replacement with another use would have a positive or negative adverse impact on the vitality of the town centre.

2.10. Current housing provision in pinner:

2.10.1. In 2013, Harrow's Local Plan was adopted. Through the Harrow Core Strategy and Site Allocations Local Plan 2013, the Local identified that there were sites available, suitable and deliverable within the Pinner and Hatch End sub-area to support 161 net additional homes over the plan period.

2.10.2. These housing figures are identified are minima and paragraph 9.2 of the Harrow Core Strategy makes clear that "additional housing capacity will be sought from unforeseen opportunities on previously developed sites within Pinner district centre and Hatch End local centre".

2.10.3. It should also be noted that these minima figures are based on annual housing delivery target of 350 new homes per year. Since the adoption of the Local Plan, Harrow's annual housing target has increased to 593 new homes per year.

2.10.4. Given the requirement within the Local Plan to provide additional housing on previously developed sites and the increasing need for new housing within the Borough, the provision of new housing could be supported within Pinner on this site (a car park is a previously developed site), provided an appropriate balance could be struck between the requirements to provide new housing, maintain the vitality of the town centre and other environmental planning considerations).

2.11. Permitted Development housing in Pinner

In 2013, central government introduced a new measure to allow offices within planning use class B1(a) to change to residential use without the need for planning permission. Instead, a less rigorous 'prior approval' process, whereby transport, flood risk and contamination issue were the only considerations, could be used by land owners to change the use of their premises. Subject to the applicant meeting specific criteria set out in Town and Country Planning (General Permitted Development) Order 2015 (as amended) , the local authority must issue their approval. In Pinner, there have been 4 schemes consented:

- Evans House, 107 Marsh Road – 34 units
- Avante House, 9 Bridge Street – 2 unit
- Kingsbridge House, 130 Marsh Road – 12 units
- The Old Bakery, Grange Court, Grange Gardens – 1 unit

All but The Old Bakery scheme have been implemented.

2.12. Engagement

S122 of The Localism Act 2011 (as amended) introduced a requirement that planning applications of a specified order should be consulted upon prior to

submission within the local area and regard should be had to any such responses in the planning application submission⁸. The Regeneration Unit and Design team have been engaged in extensive consultation with the local community about the development proposals since July 2016 (ref. Waxwell Lane Stage 2 Consultation report, Gort Scott, June 2017).

2.13. Local Planning Authority Engagement

The Design Team has engaged with the local planning authority through a Planning Performance Agreement⁹ that covers the Regeneration Strategy programme. To date, the Design Team has met the local planning authority on three occasions. The Local Planning Authority [LPA] has been supportive of the proposed residential use of the site, subject to the appropriate environmental concerns being addressed.

2.14. Planning Application Process

- 2.14.1. Having had regard to all consultation engagement with the various stakeholders, the Design Team will submit a planning application on behalf of the Regeneration Unit. The planning application will be supported by a number of technical documents, as required by the Local Planning Authority's Planning Application Requirements document, adopted in April 2017.
- 2.14.2. Once the application is received by the LPA, officers would conduct an initial review of the information provided, solely to ensure all information required is submitted rather than making an assessment of the content of the application. The LPA would then inform statutory consultees (including affected residents) in writing that they have received an application, notifying of them how they can review the application and inviting them to submit comments on the application within 21 days. This period is known as the statutory consultation period and the LPA must consider all representations received. The LPA may, at its discretion, consider any response received after this time until the point it makes a final decision on the application.
- 2.14.3. Officers of the LPA would make a recommendation to the Planning Committee as to whether the application should be granted or refused. Agendas and reports for Planning Committees are published 7 days in advance and in Harrow, where representations are received; those who have made representations are notified of the date of the relevant Planning committee.
- 2.14.4. The Planning Committee will decide whether the application should be granted, and what conditions should be attached to any such permission, or refused. Once

⁸ It should be noted that the 'specified order' referred to in The Localism Act is as yet unpublished and therefore it's unclear which applications are required to be formally consulted upon. Nonetheless, it's generally accepted as good practice that major application proposals are consulted upon within the surrounding area.

⁹ A PPA is a commonly used mechanism for developers and local authority to ensure that common objectives are set out, the process of engagement is clear and sufficient resources are allocated from developers and the local authority to develop planning applications prior to submission.

a decision is made, those who have made representations on the application will be informed of the decision in writing.

- 2.14.5. Were permission to be granted, it is usual that a condition would be attached to any such permission requiring the development to be implemented within 3 years of the date of that decision. It is also common that conditions would be attached to any such permission requiring further details to be submitted to the LPA for approval e.g. the specific detail of the materials that the development will be completed in, the final details of the landscape treatment, measures to secure employment on site etc.

3. Project Brief and Concept Development

3.1. Principles of the Regeneration Programme

- 3.1.1. The Council is committed to provide improved community facilities and employment opportunities to aid the economic regeneration of the Borough. The regeneration programme aims to deliver affordable housing (see 3.7.1.1) to help the most vulnerable of our citizens. In order to deliver on these objectives, the Harrow Regeneration Programme looks towards commercialising the existing Council land bank, providing a sustainable long term income to the Council and increasing housing supply in the Borough.
- 3.1.2. Revenue shortfall: The central government has in recently years dramatically reduced the level of grants attributed to council nationwide. This is likely to continue also in the future and the local authorities have been tasked to reduce expenditure and dip into their reserves. While the Council has made savings and is continuously looking to optimise the spend, the statutory services they provide cannot be reduced. This creates a long term funding problem where the Council needs to secure alternative sources of income to provide the citizens of Harrow with statutory, social, educational and other services: Harrow Council will have £83 million less money to spend in 2018 compared with 2014 (ref. <https://consult.harrow.gov.uk/consult.ti/budg/consultationHome>)
- 3.1.3. Developing assets: The existing Council real estate assets and their optimisation play a vital role in creating a stable stream of revenue to plug this funding gap. A strategic review conducted in 2014 by Savills, an external advisor to the Council, indicated underutilized land owned by the Council which they recommended could be developed for residential use, including the Waxwell Lane Car Park site.
- 3.1.4. This review was the basis of the current Regeneration Programme: a multi-year process that will also bring internal organisational change and streamline the Council as a whole.
- 3.1.5. There is a perception that “Pinner doesn’t need regenerating”.

The term 'regeneration' is now widely used and means more than the rejuvenation of an area – its broadest sense. As outlined above (see 3.1.3), the foundational aim of Harrow Council's current Regeneration Programme is to provide long-term financial sustainability for the Council by developing its assets. In addition, the housing schemes planned as part of the Regeneration Programme are strategic improvements, which can spur private sector investment and help communities to remain vibrant, or give them a new lease of life.

- 3.1.6. Harrow Council is committed to a prudent use of public money which implies investments that bring the Council sufficient return and also to provide 'softer' benefits that cannot be monetized in conventional sense. The balance of both elements is dependent on the site in question and the physical limitations of the site.
- 3.1.7. The Council currently operates a number of public car parks. While these car parks present revenue to the Council, they do not represent the most prudent use of land. The Council was forced to review its assets in light of reduced government funding and prioritise the services it offers (see 3.1.2).
- 3.1.8. Providing statutory services: Parking, while important, is not a statutory service; the Council is being forced, due to financial pressure, to close some of its car parks to release land for development as set out above (see 3.1.3); the revenue stream created by these developments, in excess of funding cost, will support statutory services for all the inhabitants of Harrow in perpetuity.

3.2. Procurement process

- 3.2.1. Harrow Council wished to proceed with the regeneration of Waxwell Lane Car Park in Pinner as a Private Rental Scheme (see 3.5.3) by commissioning a team to carry out a design development and feasibility exercise, with strong community consultation component.
- 3.2.2. The council wished to procure a design team to work alongside the Regeneration Team project manager on the development of Waxwell Lane Car Park. The brief required community engagement and consultation and contextual analysis to be carried out by the consultant and/or their sub-consultants.
- 3.2.3. The project team reviewed a number of procurement routes. It was found that there were a number of frameworks available that the council could access for the procurement of architects for this project. Some of the frameworks available were GLA, ESPO, East Thames, MOJ.
- 3.2.4. GLA Framework: With the number of frameworks available with good architectural suppliers, the council would not achieve anything different from an open tender. The Council preferred route was to procure the design services using the GLA Design, Architecture and Urbanism Panel (ADUP) Framework for the following reasons:

- 3.2.4.1. It contains a range of well known architectural practices of various sizes.
- 3.2.4.2. Objective, rigorous and fair assessment of suppliers, with emphasis on technical competence (70:30 points split between technical and financial criteria as competitive rates are fixed).
- 3.2.4.3. Consistent contractual arrangements.
- 3.2.4.4. Assurance of legal compliance, professional insurance provisions and financial standing.
- 3.2.4.5. Confirmation of supplier policies and practices in line with GLA/TfL principles and Responsible Procurement objectives.
- 3.2.4.6. The suppliers within the framework are well known and experienced architects.
- 3.2.5. Process and entrants: An expression of interest was issued on the 28th of December to 18 practices, of which eight returns were received by 16th January. An evaluation of returns was conducted by the Head of Regeneration and Design, the Regeneration Manager and the Project Manager from Harrow Council. At the end of this evaluation, four practices were short listed for the tender stage.
- 3.2.6. All submissions comprised award winning design professionals and clear team structure comprising the relevant sub-consultants required for a project of this scale.
- 3.2.7. At the end of the tender evaluations and interviews, the contract was awarded to Gort Scott Architects to commence on 15th May 2016.

3.3. Spend on concept development

- 3.3.1. We have been asked to disclose spend to date on design of the proposed concept development.
- 3.3.2. Despite local perception that the project is a “done deal” and the consultation process that has accompanied the concept development of the project is a “consolation” rather than a genuinely consultative and responsive process, the following is currently the case:
 - 3.3.2.1. Were the project not to continue, spend to date (made up of 3.3.3.1 – 3.3.3.3 and Harrow Council officer time) would be counted as revenue spend – taken from the Council's General Fund – rather than capital spend, and therefore impacting negatively on the Council's General Fund (i.e. the revenue available for all statutory services).
 - 3.3.2.2. As an exception, this project does not have a mandate to go ahead (see 1.3.4), therefore spend to date is at significant risk.

- 3.3.2.3. Due to this project's unique brief for the concept development stage (see 1.3.4), a decision was taken to spend proportionately more at concept design stage – on an extended consultation process.
- 3.3.2.4. Once a decision is taken to proceed to RIBA Stage 3 (Detailed Design) and submission to planning, the project is relatively more likely to go ahead, although it would still be subject to rejection by the Planning Officer or the Planning Committee, or to cancellation at a later stage were the project not to continue to be viable relative to the cost of construction and appropriate rent levels.
- 3.3.2.5. Although cancellation at a later stage would imply much greater impact on the Council's General Fund, as all spend to the moment of cancellation would be counted as revenue rather than capital spend, the risk of this is much lower than at present (see 3.3.2.1).

3.3.3. **Spend to date**

We have been asked to disclose Council spend on external consultants on this project to date.

3.3.3.1. On Gort Scott Architects and their sub-consultants: £141,850

3.3.3.2. Surveys: £14,279

3.3.3.3. Additional parking survey on request (2017): £10,680

3.3.4. Were the Council to decide to proceed to RIBA Stage 3 (Detailed Design) and submission to planning, the following budget has been estimated for this stage of the process:

3.3.4.1. On Gort Scott and sub-consultants: £262,170

3.3.4.2. Surveys: £50,000 approx.

3.4. **Consultants and sub-consultants**

- 3.4.1. About the Architects: Gort Scott Architects was founded in 2007, based on the principle of making a positive, imaginative and considered contribution to the built environment. Past and current projects include the full spectrum of projects that 'make cities', such as housing, commercial, mixed use, leisure, public realm, meanwhile use and consultation. A commitment to context, experience of the planning process and informed use of technology and materials has led to numerous awards and prestigious competition wins:
 - National RIBA award winner 2016
 - National BCO winner 2016
 - RICS award winner 2016
 - Member of the Mayor's Design Advisory Group
 - Civic Trust Award winner 2017
 - NLA Mayors Prize Award 2017

- 3.4.2. Sub-consultants –
Structural Engineer: Engineers HRW
Service Engineers: Skelly & Couch
Landscape Architect: JCLA
Transport Consultant: Caneparo Associates

3.5. Tenure

3.5.1. Purpose

The Harrow Regeneration Programme aims to commercialise the existing Council land bank, provide a sustainable long term income to the Council and increase the housing supply in the Borough. (see 3.1.1)

3.5.2. Background

3.5.2.1. Waxwell Lane is one of the smaller sites in the Regeneration Programme and is currently a public car park (one of three) serving Pinner.

3.5.2.2. The long term income intended to contribute to the General Fund is a margin between a long-term finance rate the Council can secure and the net rental income of the finished properties.

3.5.2.3. The surplus is intended to grow in line with the rental market and will partially cover the loss of governmental grants and subsidies. The money will therefore be used to fund statutory services under strain since budgetary cuts (see 3.1.2).

3.5.3. Why Private Rented Sector (PRS)?

3.5.3.1. The Regeneration Programme is predominately consists of PRS (Private Rented Sector) or BtR (Build to Rent) homes which means the homes will have a planning covenant restricting their use only to rental housing.

3.5.3.2. The Council believes this will enhance rental opportunities in the Borough and also introduce a new standard for management and maintenance of the housing stock. For this purpose the Council is setting up a management company.

3.5.4. Site-specific considerations for Waxwell Lane Car Park

3.5.4.1. Since Waxwell Lane is a small site, recent design development and context specific considerations suggests 20 units. This is significantly less than what the Market considers efficient BtR development.

3.5.4.2. The development needs to be therefore considered as a niche opportunity providing accommodation and type of accommodation that would not be delivered by the market.

3.5.4.3. While the Programme is being founded on a principle of long term ownership and stewardships of sites (BtR) it is also conceivable the site is sold undeveloped or developed and individual units sold.

- 3.5.4.4. If the site is disposed as is i.e. no planning consent the Council would receive a land payment which could be invested in another regeneration programme site – potentially in a larger scheme where efficiency of management and maintenance would be easier to achieve. However, the Council would lose the ability to shape and influence the Pinner residential rental market in line with a core principle of the Regeneration Programme (see 3.5.3.2).
- 3.5.4.5. The Council could opt to develop the site and sell the finished units to the market. In this option the Council needs to fund the development and ensure a cost cap to realise profits. Again, the surplus could be reinvested on other sites.
- 3.5.4.6. The additional benefit of this delivery method is that the Council could choose to market all the homes under Help to Buy scheme which would ensure the homes are bought by first time buyers. Long term interest and stewardship is again forfeited.

3.5.5. **Conclusion: PRS**

- 3.5.5.1. The decision to develop and keep the units as BtR investment would allow the Council to receive income stream and also in time tailor the rents to local demand e.g. encouraging downsizing or supporting families.
- 3.5.5.2. Throughout the consultation process the local community has expressed their in principle support towards BtR development as they see the benefit of sustainable long term income to the Council and the increased housing choice.

3.6. **Housing Mix**

- 3.6.1. 13 3-bedroom, 6-person houses, 6 4-bedroom, 7-person and 1 2-bedroom, 4-person houses are proposed (ref. Waxwell Lane - Stage 2 Document by Gort Scott, July 2017).
- 3.6.2. The maximum capacity of the development is therefore $(13 \times 6) + (6 \times 7) + (1 \times 4) = 124$ people, although expected average occupancy (assuming that the 3-beds and 4-beds are family homes occupied by families consisting of between 3 to 4 and 4 to 5 members respectively) is $(13 \times 3.5) + (6 \times 4.5) + (1 \times 3) = 75.5$, 40% lower than the maximum.
- 3.6.3. The density of this proposed development would be 60 units per hectare and 270 habitable rooms per hectare.
- 3.6.4. The areas per unit type are: 96 sq.m, 116.6 sq.m, and 128 sq.m for the 2, 3 and 4 bedroom typologies respectively, and comply with the areas recommended in the Department for Communities and Local Government's 'Technical housing standards - nationally described space standards', March 2015, which are 79 sq.m for 2-beds, 102 sq.m for 3-bed and 115 sq.m for 4-bed. (ref. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard____Final_Web_version.pdf)

- 3.6.5. Affordable housing shall be provided within the scheme subject to viability (see 3.7.3).
- 3.6.6. In accordance with planning regulations 10% of units can be designed to meet the Requirement M4(3): Category 3 as a minimum, to provide dwellings that meet the needs of wheelchair users, or can easily be adapted to do so (see 2.8.3).

3.7. Affordable Housing

3.7.1. Background

- 3.7.1.1. The Council aims to provide up to 40% affordable units across the schemes of the Regeneration Programme.
- 3.7.1.2. For a private rented sector (PRS) scheme, any affordable housing provision required by planning policy will be Discounted Market Rent.
- 3.7.1.3. For a sale scheme, any affordable housing provision required by planning policy will be Shared Ownership.
- 3.7.1.4. At concept stage, and in order to facilitate the high-level financial modelling required to test its feasibility and set an appropriate level of return (see 1.3.2, ref. Waxwell Lane Residential Project: Development Feasibility Scenarios), this project has been developed as PRS scheme (see 3.5.5).

3.7.2. Setting the discounted rental rates

- 3.7.2.1. The market rents for the proposed units have been set by the Regeneration Programme's commercial advisor based on current local rents and offer.
- 3.7.2.2. The preferred bed size for discounted market rent is 2B4P (2 Bed. 4 Person): any discounted market rent units would therefore be 2 Bed. and 3 Bed. units to cater for current need.
- 3.7.2.3. Most priority needs households in Harrow will be found private rented sector housing options, rather than social housing. Note also that any affordable units included in the proposed Waxwell Lane scheme will not be social housing.
- 3.7.2.4. Harrow Council use the Local Housing Allowance guidelines (LHA; ref. <https://www.gov.uk/government/publications/understanding-local-housing-allowances-rates-broad-rental-market-areas>) as the affordability benchmark for private rented sector housing options.
- 3.7.2.5. These have been calculated to be truly affordable (i.e. exclusive of service charge, no more than a third of the borough gross median income and within LHA rent levels – see 3.7.2.7).

3.7.2.6. The discounted market rents were negotiated and agreed with the GLA based on the fact that the Council’s Housing Team would consider these rents affordable for priority needs households in Harrow, inclusive of any service charges, and are as follows:

	2-bed	3-bed	4-bed
Market Rent (MR)	£1600	£1875	£2075
Discounted Market Rents (DMR)	980	1120	N/A
DMR as % of MR	61%	60%	N/A

Fig. 05: Benchmark market rents and discounted market rents for the potential development of Waxwell Lane Car Park

3.7.2.7. For reference, the London Living Rent monthly benchmark rents for Pinner wards (inclusive of service charge) – an alternative benchmark for setting affordable rent are £949 for 2-bed, £1044 for 3-bed and £1399 for 4-bed.

3.7.3. **Affordable provision in the proposed concept scheme**

3.7.3.1. The current high-level financial modelling (to assess project viability at concept design stage) prioritises a minimum return for the Council of 5%.

3.7.3.2. With the current scheme, and at current market rent levels, there is insufficient surplus profit above a minimum return for the Council for discounted market rent units as defined above to be provided.

3.7.3.3. The provision of discounted market rent units is dependent on project and programme viability and could rise if the expected return of 5% is exceeded. Any commitment to affordable provision on the site as part of the proposed development will be determined with the approval of relevant Council departments.

3.7.3.4. Were the project to proceed, discounted market rent units would be provided as soon as a surplus is achieved in the detailed design phase, and in proportion to the surplus.

3.7.3.5. This increase in return may be possible through a combination of value engineering and design development without increasing the total number of units provided on the site.

3.7.3.6. Note, in addition, that the market are under 35% of both mean and median local income and therefore – in a real sense – affordable for local residents

3.7.3.7. Note, in addition, that the market rents set out in Fig. 05 fall below 35% of average annual income for two adults in Pinner (per person mean £56,000, median £44,000). In this sense, 100% of the units in the current proposed scheme are ‘affordable’ for local residents, as they, although not in the sense required to set a planning commitment to affordable housing according to the Council’s Housing Department, as set out in 3.7.2.2 – 3.7.2.6..

3.8. Conservation Area Considerations

3.8.1. Background

3.8.1.1. Waxwell Lane was first designated as a conservation area in October 1980 and the boundary was extended in 1988 and 1991 to include additional listed and locally listed buildings, and extended again in 2017 to include the old Post Office at 67, Bridge Street (ref. Conservation Area Appraisal and Management Strategy Waxwell Lane, http://www.harrow.gov.uk/download/downloads/id/461/waxwell_lane_character_appraisal_and_management_strategy)

3.8.1.2. The overall character of the conservation area is that of high quality architecture and a fair amount of public and private greenery.

3.8.1.3. The site sits partially within a conservation area. This conservation area covers the entry point to the site from Waxwell Lane.

3.8.1.4. Adopted in December 2009, the Waxwell Lane Conservation Area Appraisal and Management Strategy sets out why the area is of special interest and ways in which its distinct character could be protected and further enhanced; the appraisal and linked management strategy carry weight as a material planning consideration for assessing all development proposals in and adjacent to the area.

3.8.1.5. The strategy recommends the following actions within the area:

3.8.1.5.1. That future development in the area should respect existing densities of development, the plan form, and the character and size of original properties.

3.8.1.5.2. That hard surfacing of front gardens be avoided, and the streetscene be softened where possible to enhance the existing greening throughout the area.

3.8.1.5.3. To respect key views

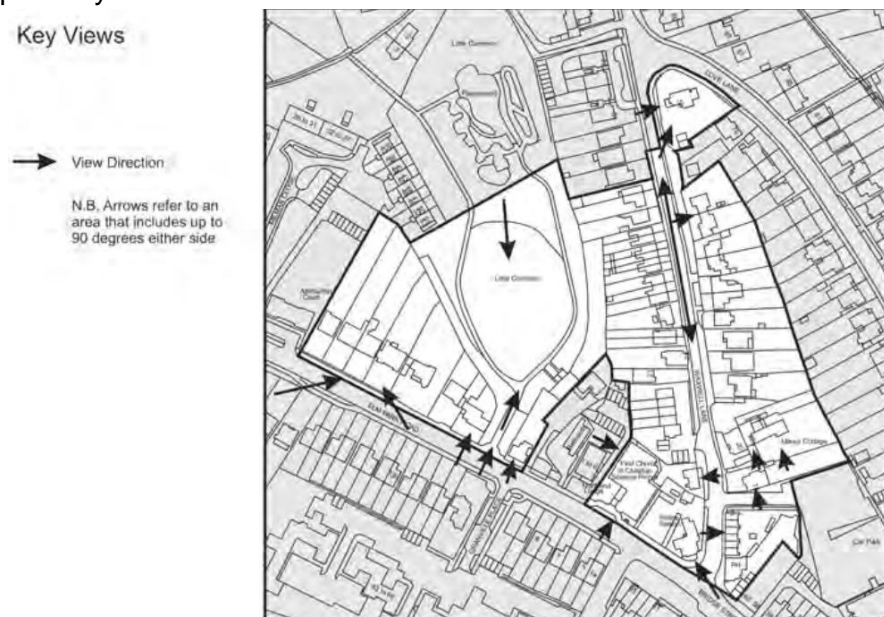


Figure 06: Map of conservation area in Pinner, indicating key views to be maintained

3.8.1.5.4. That the area's variety of architectural styles and periods should be preserved. (Note that if buildings make a neutral contribution they are considered to preserve the character and appearance of the conservation area but are of no particular architectural merit.)

3.8.1.5.5. That household bins detract from the architecture and from the quality of the streetscene.

3.8.2. **Actions Taken**

3.8.2.1. As the site is partially situated within a conservation area, architects' proposals have been designed such that significant views from Waxwell Lane are preserved or improved.



Figure 07: View down Waxwell Lane, towards Bridge Street (source: Gort Scott Architects)

3.8.2.2. Views take into special consideration the listed buildings, and important viewing points to/from them (Ref. to map on Pg 12 Picture 1.10 Important views. LBH LA.10019206.2007 of Waxwell Lane Conservation Area Appraisal and Management Strategy)

3.8.2.3. The development will be of a contemporary style but referencing local traditional materials and shapes. (ref. Waxwell Lane - Stage 2 Document by Gort Scott, July 2017)

3.8.2.4. A Mews typology, made up of 3- and 4-bedroom terraced housing, was felt to be the most appropriate form of backland development to complement the Conservation Area. When compared to the recently built 5-storey, car-free block of flats across Bridge Street (address), approximately 100 metres from the site and visible from the Conservation Area, the recessed third storey of the proposed mews development is significantly more in keeping with the height and character of

the area.



Figure 08: Glimpse of new 5 storey development off Bridge Street (Source: Google Streetview)

- 3.8.2.5. A greened shared mews street, which acts as a shared front garden, reduces hardscaping and softens the streetscene with greening throughout the development, in response to 3.8.1.5.2.
- 3.8.2.6. Household waste will be disposed off in shared bins that do not detract from the architecture and from the quality of the streetscene. This is in keeping with the management proposal that bins should be in concealed locations, preferably in bin stores (see 3.8.1.5.5).
- 3.8.2.7. There is no new construction in the area that falls within the conservation area, but the proposal will incorporate new trees, upgrade the paving and widen the pedestrian access; improved greening and views through were actions recommended in pre-application discussions with the Council's planning department.
- 3.8.2.8. Proposed building heights (3 storeys with a setback on the third storey) ensure that views are not obstructed within the conservation area and do not tower over surrounding cottages and semi-detached typologies.
- 3.8.2.9. Although the proposal does not conform to the size or density of the larger stand-alone historical houses within the conservation area, the mews houses proposed are similar to the size and density of the row of locally listed terraced cottages (numbers 8-14 and number 18 Waxwell Lane, immediately adjacent to it, and which are all the subject of a key view (see Fig. 06).
- 3.8.2.10. Roofscape and material study undertaken by the architect ensures that it will complement the character of the surrounding area. (see Fig. 09)
- 3.8.2.11. Restricting the amount of tarmac covered spaces within the scheme to the designated parking areas is in keeping with the sensitive heritage setting and supports the incorporation of a SUDs strategy (see 8.4.3.6).

3.9. Archaeological Priority Area

- 3.9.1. The site is also within an Archaeological Priority Area and a few hundred metres from Pinner High Street Conservation Area. (ref. Medieval Pinner Archaeological Priority Area map)
- 3.9.2. A utilities and drainage detection survey, conducted in July 2016 by MK Surveys, highlighted an unidentified chamber towards the northwestern edge of the site; this could be of archaeological interest given Iron-Age, 13th-century, 15th-century sherds have been found in the garden of 54 Waxwell Lane (ref. Pinner Historical Society's 'Waxwell Lane Pinner Its History.' *The Pinn* No. 3, 1988).
- 3.9.3. The shallow void, labelled on the survey as 'possible buried chamber' could be a grave, or be connected to services that have not been recorded, or be underground remains of the farm located on the northern part of the site in the early twentieth century.
- 3.9.4. A full archaeological report will be commissioned from Historic England, to be conducted at RIBA Stage 3 to inform detailed design and included in any submission to planning.
- 3.9.5. Any minor archaeological finds on site could potentially inform a Pinner History Trail (see 8.4), were this to be developed, or inform the character of public realm which is currently at concept design stage and open to be responsive to the site and strengthening local identity.
- 3.9.6. Were potential archaeological finds to be of substantial/national significance, the project may be halted – although this is highly unlikely in the case of the potential development of Waxwell lane Car Park.

3.10. High Quality Design

3.10.1. Purpose

This section highlights the different measures taken by Gort Scott Architects to ensure that the development is of a high standard which is integrated with Pinner's character, such as massing and views.

3.10.2. Background

- 3.10.2.1. During consultation sessions, local residents highlighted the need for the development to be sensitive towards the local character of Waxwell Lane and Pinner. They reiterated that Waxwell Lane is composed of many types of architecture which have developed organically over time, and that the development should represent Pinner now to contribute to the architectural interest of the village.
- 3.10.2.2. The development site sits partially within a conservation area, which requires that the development be sensitive to its surroundings (see 3.8.1).

3.10.3. Action Taken:

The council is taking every effort to ensure that the development is of high quality. This includes the following:

- 3.10.3.1. Gort Scott Architects: This award-winning architectural practice was selected for this project due to its proven experience in housing developments in heritage areas. Gort Scott Architects has previously worked on projects in heritage areas in Cambridge, Oxford and Greater London. (see 3.4.1)
- 3.10.3.2. Unit size: All units in the development either meet or exceed the latest GLA space standards. These standards ensure that units are comfortable for residences and encourage the health and wellbeing of residents. This includes a range of 77 to 81 square metres for each unit.
- 3.10.3.3. Sensitivity to Conservation area: As the site sits within a conservation area, the architect has ensured that the massing, materials and townscape of the development complement the surrounding context. Architectural details of the houses will reflect the architecture of Pinner. (ref. Waxwell Lane – Stage 2 Document, Gort Scott, July 2017)
- 3.10.3.4. Material Palette: The Material palette proposed is based on those used historically in Pinner, based on a material study undertaken by the architect.(ref. Waxwell Lane – Stage 2 Document, Gort Scott, July 2017)



Insert Fig 09: Contextual material study (source: Gort Scott Architects)

- 3.10.3.5. Visual screening: The existing and proposed trees and planting along the site periphery act as a substantial screen between the neighbouring properties and the site. (ref. Waxwell Lane – Stage 2 Document, Gort Scott, July 2017)

- 3.10.3.6. Meeting and surpassing requirements for acoustic screening will be done at RIBA Stage 3 (Detailed Design) if the Council wishes to proceed with the proposed scheme.
- 3.10.3.7. Preserving existing natural assets: Tree officers from Harrow Council worked with the architect in order to assess the value of each individual tree on-site. Several existing trees are preserved, with root protection areas taken into account for the development of each unit. These trees ensure that the design proposal is rooted in Pinner's natural context. New planting will reinforce the existing stock also adding to the variety of species in the area, reflecting the character of the natural surroundings around Pinner and the Metroland (see 7.5) ideals of Harrow (ref. WXL Stage 2 Report - 3 JCLA)
- 3.10.3.8. Mews Widths: The mews width was determined after extensive studies into the different possible widths, and their subsequent effects on the character of the development. This was done to ensure that the street will have an appropriate character and relates to surrounding streets in Pinner.

TESTING MEWS WIDTHS



Figure 10: Mews width study (source: Gort Scott Architects)

- 3.10.3.9. Parking provision: Following early concerns from residents that the development does not provide sufficient parking for future residents, the masterplan has been amended in order to ensure that the design provides parking in a 1:1 ratio to the 20 units.
- 3.10.3.10. Public parking provision: Residents expressed an overwhelming desire to retain public car parking on the site; early massing studies by Gort Scott, presented at the second public consultation on 5th December, 2016, included options which preserved some public car parking and developed only part of the site. These options, although popular due to their retention of car parking, were considered inappropriate for a Council development of the site for the following reasons:

- 3.10.3.10.1. Viability: The options modelled at developing less than 75% of the site area were deemed unviable, as presented at the RRG held on 21st February 2017, which included the discussion of the financial model and commercially sensitive information.
- 3.10.3.10.2. Design quality: The GLA design officer recommended that the proposal look at a larger, lower block with a smaller area of parking, as the development might otherwise risk mirroring the feeling of living in a car park for future residents, which would be problematic. (ref. Pre-Application Report, April 2017, Gort Scott Architects)
- 3.10.3.10.3. Planning: Pre-application discussions with Harrow Council planning officers indicated that planning would be against this proposal in principle, due to concerns over feasibility.
- 3.10.3.10.4. The Highways and Parking department raised concerns over management of a part-public and part-private car park, especially of the costs that would be incurred.
- 3.10.3.11. Defensible Space: Landscape provides appropriate defensible space and play space for residents, ensuring public space amenity which is safe for users. Climbers and low level planting in defensible space outside each block will soften and green the full length of the mews, and help create a more private zone directly outside all dwellings. (ref. WXL Stage 2 Report - 3 JCLA).
- 3.10.3.12. Community safety: Pre-app advice from the Design and Crime Officer of Harrow Council was to avoid thoroughfare through the site due to concerns of loitering around the south of the site. (ref. Pre-Application Report, April 2017, Gort Scott Architects); this opinion was seconded by Father Robert Plourde of St. Luke's Church (see 3.12.3.2.3).
- 3.10.3.13. Landscaping: Hard landscape acts as a unifying element within the scheme, with soft landscape providing visual and seasonal interest, inspired by the wider setting of Pinner (ref. WXL Stage 2 Report - 3 JCLA).

3.11. Environmental Impacts

- 3.11.1. The concept design phase has taken into account the following:
- 3.11.1.1. Conducting a tree survey to ascertain the presence of Bats, a protected species;
- 3.11.1.2. Conducting an arboricultural study, and ascertaining Root Protection Area Formulas for the existing trees on site;
- 3.11.1.3. Commitment to including SUD's, studying flooding risks on the site and in the area;
- 3.11.1.4. Greening and supporting of local and endangered wildlife.
- 3.11.1.5. Recurring surveys of traffic and parking flows in order to understand vehicular movement in the area;

- 3.11.1.6. Local surveys of business in the area, to ascertain the impact of the development on the ground.
- 3.11.2. At RIBA Stage 3 the development would continue to develop a sustainability and environmental impact strategy, taking into account:
 - 3.11.2.1. The ecological assessment results indicated that the site was considered to provide low potential for foraging bats and negligible potential for roosting bats. (ref. Preliminary ecological appraisal and Tree assessment for bats, July 2016, by Phlorum).
 - 3.11.2.2. Hedgehogs are endangered and they can occasionally be found under hedges. This shall consequently be taken into careful consideration in the Site Construction Management Strategy (see 4.5).
 - 3.11.2.3. Flooding impact study was conducted in the area, and there was no evidence of a flood risk on site (see 2.2.4 and 2.6.3). Nevertheless, the design proposes incorporating SUDs across Pinner to minimise flood risk and boost overall resilience in the area. (see 8.4 and ref. Waxwell Lane – Stage 2 Document, Gort Scott, July 2017)
 - 3.11.2.4. Pollution levels, including the impact of the development on local pollution levels which is expected to be positive.
 - 3.11.2.5. Greenery and Landscape: Following extensive studies of trees on-site, several trees were identified as assets to the development. The architect has incorporated these trees into the design in order to integrate the site's existing natural assets into the proposed masterplan.
 - 3.11.2.6. In addition, the Council will consider supporting off-site initiatives that support Pinner's unique environment, such as unculverting a section of the River Pinn (see 8.5.3.1).
 - 3.11.2.7. Encouraging the use of public transport due to good PTAL on-site and thereby providing appropriate parking provision. Parking provision for different user groups.
 - 3.11.2.8. Parking studies to assess whether reduced parking provision is detrimental to businesses. It was found that existing parking amenity will be able to support the demand for parking facilities in the village centre (see 6.4).
 - 3.11.2.9. An economic impact assessment was undertaken to protect Pinner's business ecology, and ensure that the development does not intrude on Pinner's economic assets (see 7.1).
 - 3.11.2.10. Ample garden space is provided for each unit, complemented by a large terrace overlooking the predominantly green mews street (see 3.8.2.5).
 - 3.11.2.11. Defensible space, passive surveillance. Security and permeability are steps toward sustainable integrated communities (see 3.10.3.11).

3.11.2.12. Architect's concept encourages interaction between different residents through shared entry and egress points to the development.

3.12. Impact on Immediate Neighbours

3.12.1. **Background:** Petitions were put forth by various local members/entities in Pinner, regarding the possible negative impacts of the proposed development of Waxwell Lane Car Park

3.12.1.1. **Petition 1:** Harrow Council received a petition from **St. Luke's Hospice**, signed by approximately 493 people who were against the proposed development of Waxwell Lane Car Park. (ref, to petition document attached). Concerns were raised about how the charity shop would be adversely affected, as it was run by volunteers who were predominantly in their 70's and used Waxwell lane Car park extensively. The owner was also concerned that the closure of the car park would negatively affect delivery of donations, as at least 60% of their donors used the car park to access their back door and deliver donation (see 3.12.2.6.1).

3.12.1.2. **Petition 2:** Harrow Council received a petition from **Oak Lee Montessori Nursery** signed by approximately 74 people, who were against the proposed development of Waxwell Lane Car Park. (ref, to petition document attached) Concerns were raised regarding local traffic flow, on-street parking (see 6.6), oversubscribed school places (see 7.3) local services being negatively affected and loss of business for shops on Bridge Street (see 3.12.2).

3.12.1.3. **Petition 03:** Harrow Council received a petition from **Mrs. Julie Waller** signed by approximately 1,200 people who were against the proposed development of Waxwell Lane Car Park. (ref, to petition document attached). Concerns were raised regarding local traffic flow, on-street parking (see 6.6), oversubscribed school places (see 7.3) local services being negatively affected and loss of business for shops on Bridge Street. (see 3.12.2)

3.12.2. Survey of businesses located along Bridge Street

3.12.2.1. Purpose:

The survey of Bridge Street businesses aims to assess the impact of developing Waxwell Lane car park on each business, as well as on the high street as a whole. Each business was approached individually, and asked about their own car use and parking, customers' car use and parking and asked to comment on the perceived impact of the proposed development.

3.12.2.2. Background:

The survey of local businesses was conducted along Bridge Street – from the Waxwell Lane Junction, until the Love Lane roundabout – on Tuesday 22nd August, from 1pm to 6pm. 37 businesses agreed to be a part of the survey. Approximately 6 businesses were not surveyed due to one or more of the following reasons:

1. The business representative on the day was uncomfortable about voicing an opinion regarding the subject

2. The concerned manager/spokesperson of the business was unavailable on the day
3. The business was busy with customers and unable to set aside time to take the survey
4. The business was closed at the time of survey

3.12.2.3. **Survey questions:**

Q1. Do you drive to work?

Q2. Number of employees at this business? How many drive to work? Other forms of transport?

Q3. Where do you park?

Q4. How many of the customers might drive to visit this business (estimate)?

Q5. Where do the customers usually park, and how for how long?

Q6. How many customers visit this business exclusively on a visit (estimate)?

Q7. Possible impacts of Waxwell Lane car park closing, and/ or of 20 new homes being built on the site on this particular business?

3.12.2.4. **Findings:**

3.12.2.4.1. 60% of the employees of the businesses interviewed drive to work and the rest take public transport or walk to work

3.12.2.4.2. 5% of the businesses surveyed had employees parked in Waxwell Lane Car Park all day

3.12.2.4.3. 38% of businesses have at least 1 space to park at the rear of their shop for their owners/employees.

3.12.2.4.4. 13% of businesses own at least 1 business permit that enables them to park in either Waxwell Lane, or another car park

3.12.2.4.5. 7% of the businesses surveyed said that their employees parked further up beyond Uxbridge Road (where parking was free all day) and walked down to Bridge Street; and only one business said that their employees parked in the Pinner Station car park.

3.12.2.4.6. 72% of the employees felt that majority of their customers drove in to visit them

3.12.2.4.7. 43% of the employees interviewed indicated that customers opted to park on-street, as it was free for the first 20 mins. If they were unsuccessful in finding parking on-street, they then tried to park as close as possible to the businesses they would be visiting; Waxwell Lane Car Park being a secondary option.

3.12.2.4.8. 78% of the businesses suggested that customers tended to visit at least 1 other shop on Bridge Street on each trip

3.12.2.4.9. 32% of business owners interviewed felt that new housing in the area could boost their business; one business owner emphasised a preference for flats over houses, as these would create a greater increase in population.

- 3.12.2.4.10. 20% of businesses commented that older customers tended to drive in and park as close to the shop as possible, but that the really elderly ones were in fact unable to drive, and used the 'Freedom Pass' on the bus or were dropped off.
- 3.12.2.4.11. Visitors to the gym on Bridge Street have a 2.5 hour daily parking permit for Lidl car park as part of their membership.
- 3.12.2.4.12. Visitor parking is divided between the various car parks in the area – Waxwell Lane Car Park, Lidl car park, Love lane Car park, Chapel lane Car park – and supplemented by the on-street parking, and these are all located within a 200m radius.
- 3.12.2.4.13. Businesses on Bridge Street beyond the Love Lane roundabout were unaware of the existence of Waxwell Lane Car Park, or recognised it only after a description, and used either Chapel Lane Car Park or the M&S car park.
- 3.12.2.5. **Impacts:**
- 3.12.2.5.1. Positive: 32% of businesses surveyed felt more housing meant more people, and therefore, more business.
- 3.12.2.5.2. Negative: 34% felt that shutting down the car park would adversely affect their business, as customers would find it difficult to park and possibly look elsewhere for their needs.
- 3.12.2.5.3. Don't know/Neutral: 34% felt that the development would not have any impact on their business or were simply unsure of how it might impact business. 30% of the businesses surveyed on Bridge Street conveyed that the car park should be retained for their local customers' convenience, and 13% felt that its closure would severely impact their business
- 3.12.2.5.4. Businesses that had their own car parks felt that the impact of the potential development of Waxwell Car Park would be negligible to them
- 3.12.2.5.5. Businesses with a quick turnaround service (less than 20 mins), such as a baker or launderette, were also less concerned about the proposed development, as on-street parking sufficiently met their needs at the moment
- 3.12.2.6. **Specific impacts on businesses backing onto the yard, that might require special consideration were the proposed development of Waxwell lane Car park to proceed:**
- 3.12.2.6.1. **St. Luke's Hospice** charity shop relies on pedestrian access from Waxwell Lane Car Park (business bay area access to the rear of the shops) for donations drop-off – of which they receive up to 100 boxes a day and act as a distribution centre. They also pay for their volunteers to park in Waxwell Lane Car Park. Of the businesses spoken to St Luke's would be most affected by the closure of the car park and, if the project goes ahead, the Council should support them in finding alternative arrangements that ensure they can continue to function at current

capacity. The council would aim to work with them in Stage 3 to mitigate impact by considering one or more of the following measures:

- 4-hour free parking deal with Lidl, inspired by Gym customers' current deal
- Incorporate a drop-off/pick up bay on Bridge Street

3.12.2.6.2. **Oddfellows Arms Pub with beer garden** located at 2, Waxwell Lane, is a locally listed pub and shares the wall of its beer garden with the proposed development of Waxwell Lane Car Park. The owner is also a resident of Pinner, and is concerned over losing business due to the unavailability of parking in the area. He has been turned down for a business and resident permit due to both permits being over-subscribed. The council would aim to work with his business in order to mitigate the impacts of the development on his business by considering one or more of the following measures:

- Incorporate a drop-off/pick up bay on Bridge Street/Waxwell Lane to ease delivery for the pub
- Address possible issues of noise infiltration in the future to/from the pub premises (see 3.12.3.3.7).

3.12.2.7. **Summary:**

Speaking with the businesses located on Bridge Street revealed a diverse set of opinions about how the potential development of Waxwell Car Park would impact them. The findings reflect that it will be crucial to find a sensitive approach to weighing the negative opinions of local employees against the keenness of the struggling business owners for more housing in Pinner, as well as realising the genuine need for parking for the elderly customers visiting the businesses located in the area (addressed in 6.7.3.2.1).

3.12.3. **Catholic Church of St. Luke**

3.12.3.1. **Purpose**

The Catholic Church of St. Luke is the closest and largest neighbour of Waxwell Lane Car Park, and therefore understanding the possible impact of the proposed development through an interview with Father Robert Plourde, was an important part of the process.

3.12.3.2. **Background**

3.12.3.2.1. Father Robert has been with the church for 16 years and had justifiable enquiries about the present status of design and development of this proposal, as well as about access to and from their property.

3.12.3.2.2. He and a colleague from 'property' posed questions and needed clarifications regarding ownership of developed units and the property overall. They also enquired about who would be tasked with the responsibility of running the estate on completion of the project.

3.12.3.2.3. The church is currently facing issues where the fence abutting the car park has been destroyed in some parts during attempts to get through into their property. Suggestions were made about instances of drug-abuse and vandalism in the area. There is some distress regarding recent anti-social episodes and infiltration over the existing fence.

3.12.3.2.4. Issues regarding trees along common boundary wall/fence. Comments that they provide substantial screening at the moment and the nature of the space will certainly change in case of removal.

3.12.3.2.5. Queries posed about how removal of Waxwell Lane car park would affect traffic on Love Lane and Bridge Street.

3.12.3.2.6. Discussion that the cycle store indicated on the plan is not to liking – too hidden/tucked away in a corner.

3.12.3.2.7. Bell tolling issues from the church, and noise issues from the adjacent hall – point to keep in mind for potential buyers/tenants for the development. Formal complaints from neighbours have been received already about the nature and levels of sound from the hall.

3.12.3.3. **Suggestions**

3.12.3.3.1. Clarification that there has been no access to and from the Church property into Waxwell Lane car park, over the last few decades. Unlikely to be any access going forward.

3.12.3.3.2. Clarification that communal areas of the development will be under council adoption.

3.12.3.3.3. Agreement over the fact that the boundary wall/fence will be treated carefully (possible redesign of units to orient them such that hidden corners and pockets that might attract anti-social behaviour shall be avoided as far as possible)

3.12.3.3.4. Discussion that the existing trees along the fence have been eliminated in the design proposal at the moment (as they do not provide any value addition as such). Agreement over the fact that an adequate screening element might be required if they are removed.

3.12.3.3.5. Clarification that most people from the Church congregation park on the road or in the car park behind Marks & Spencer (Love Lane Car Park). Agreement that removal of Waxwell would put some pressure on street parking and added pressure on Love Lane Car park.

3.12.3.3.6. Acknowledgement that overall levels of crime are low in the area, and the ones in the past could be isolated instances.

3.12.3.3.7. Sound related concerns could be mentioned to potential buyers/tenants, by possibly creating a 'list of personal considerations' as well as outlining the offer in the area (church bell tolling, pub, etc.), through which tenants would sign they are

aware of these existing site-specific issues. This would help circumvent future complaints from the residents.

3.12.4. **Impact on OLM School:** The Regeneration Team have discussed the drop-off and travel needs of the nursery with its owner (see 4.9); and were the project to proceed to RIBA stage 3 (detailed design) for submission to planning, ongoing discussion and collaboration shall aim to attenuate potential impact on the nursery and its visitors.

3.12.5. **Waxwell Lane Residents**

The comments received in the public consultation and the RRG have guided this document.

4. Site-specific Considerations

4.1. Legal status of the site

In order to clarify title ownership of Waxwell Lane Car Park, the Regeneration Team commissioned Harrow Council's legal department to investigate the land.

4.1.1. The freehold title to the land is registered under title numbers MX133901 and NGL490214 (ref. Site Constraints Report) and the investigation clarifies that the London Borough of Harrow is the freehold owner of this land.

4.2. History of site ownership

In order to clarify whether the land is common land – or otherwise bound to another use which may inhibit its development – in response to a statement during a public consultation, the Regeneration Team further requested a legal search to clarify this matter:

4.2.1. A land charges search reveals no adverse matters affecting the property.

4.2.2. Correspondence with the legal department on 8th March 2016 clarifies that the land is not registered as common land.

4.3. Rights of way and easements

4.3.1. The site constraints report indicates that Oak Lee Montessori School has been granted a right of way over the property to gain access to and from the school via a special license, which can be terminated by either party upon serving 28 days written notice.

4.3.2. A restriction that had been registered against the title to the property was considered unusual, and mostly likely obsolete after the Highways Act of 1959 was repealed in full in 2016.

4.3.3. Mutual covenants: The property is subject to covenants contained in a deed dated 9th May 1898, of which neither the Land Registry or Harrow's deeds database hold a copy. Covenants that pre-date 1926 are not necessarily enforceable.

4.4. Rights to light

4.4.1. A "right to light" is an easement that gives a landowner the right to receive light through defined apertures in buildings on his or her land.

4.4.2. However, there is no planning policy definition; 'rights to light' are set out in the Prescription Act 1832 (ref. <https://www.gov.uk/government/publications/rights-to-light>).

4.4.3. Planning is required to consider the effect of development with regard to light on neighbouring properties but securing planning permission is not necessarily dependent on maintaining a specified level of light to neighbouring properties.

4.4.4. Three properties have windows that could potentially be affected by the potential development of the site, were it to block their light and ventilation intake - their 'right to light'. These are:

4.4.4.1. 18, Waxwell Lane; the proposed design does not infringe their right to light.

4.4.4.2. St Luke's Catholic Church; the proposed design does not infringe their right to light.

4.4.4.3. 58, Bridge Street (The Tyre and Exhaust Centre); The Council benefits from the right to develop the property (Waxwell Lane Car Park, see 4.1.1 for definition) without being liable to the claim of infringement of a right to light by the neighbouring property under title number NGL522804 (ref. Site Constraints Report).

4.5. Site Construction Management Strategy

4.5.1.1. To be developed during RIBA Stage 4 (Design for Construction), however, the Council is committed to the following, and will engage with this early – in Stage 3 – to ensure the Strategy in a draft format and has been discussed with key stakeholders, such as St. Luke's Church and the Montessori nursery, before submission to planning:

4.5.1.1.1. Ensuring the adjoining Montessori Nursery can remain open throughout; where continued drop-off to the back gate is possible within the limits of health and safety management we will also sustain this.

4.5.1.1.2. Ensuring that the adjoining Catholic Church of St. Luke's shall not be affected adversely especially during significant times of its congregation, and that infiltration of people and/services between the site and the Church property is avoided as far as possible.

4.5.1.1.3. Excavation takes into account the location in an archaeological priority area (see 3.9) in order to ensure that any significant finds are properly recorded and

assessed; we note that the sherds found at 54 Waxwell Lane in 1973 (see 3.9.2) “have been mingled... as their stratification was not properly recorded during excavation” and will ensure that a similar error is not replicated on this site (ref. Pinner Historical Society’s ‘Waxwell Lane Pinner Its History.’ *The Pinn* No. 3, 1988).

- 4.5.1.1.4. Site delivery will be timed to limit impact on congestion and traffic disruption, and limited in number where and when possible.
- 4.5.1.1.5. Keeping residents informed of any possible disruptions during site development; additionally, including contact details of the project manager.

4.6. Managing Waste Collection

- 4.6.1.1. Following bin collection standards and guidelines, the proposals from the architect also take into account the different size of LB Harrow’s refuse vehicles compared to those in London (3m wide wing mirror to wing mirror).
- 4.6.1.2. Properties on Bridge Street are serviced through the car park via the yard to the rear. These are domestic and commercial collections. Domestic collections would have to be situated within 10m of the refuse vehicle/curb on Bridge Street. 4 commercial refuse companies operate in the area (including LB Harrow) so many may need to access these collections and have different arrangements.
- 4.6.1.3. Bin Storage: The architect has proposed a communal bin store on north edge of development rather than centre to avoid negative impact on amenity of residents and ease of collection. Though 25m is the suggested travel distance for residents to bin stores, higher importance is given to resident amenity.
- 4.6.1.4. Service Vehicle Access: Due to the larger size of LB Harrow vehicles, it is more convenient for service vehicles to reverse in from bin store at the north of the site rather than drive in forwards and perform a 3 point turn.
- 4.6.1.5. Garden Waste: As garden waste collection is a supplementary service, it will be collected individually. A small sized household bin is required and could be located outside each house or elsewhere and collected on foot. Bins will then not be returned to individual houses but left in vicinity of top of mews to be returned by residents so these would require number labels.

4.7. Services

4.7.1. Background

Site analysis and surveys were carried out (ref. Waxwell Lane Stage 2 report, Skelly & Couch, June 2017) to understand the implications of the potential development of Waxwell lane Car park, and check if there could be any disruption of services in the area during excavation.

4.7.2. Findings

- 4.7.2.1. A below ground services Ground Penetrating Radar (GPR) survey was provided by Harrow Council for the site (ref. site survey by MK surveys) showing that no major services are thought to be running across the site that need diversion.
- 4.7.2.2. The survey has identified car park lighting cables and surface water drains, which will be removed as part of the site clearance works.
- 4.7.2.3. The survey does pick up some unidentified services, but these are likely to be redundant from previous developments, or services pay and display meters.
- 4.7.2.4. There are currently no utility water services running through the site.
- 4.7.2.5. National Grid Gas asset maps show low pressure gas mains running under pavements along Waxwell Lane and not through the site.
- 4.7.2.6. The electrical infrastructure running below ground is under roads and pavements surrounding the site. There are no HV cables passing through the site.

4.8. Access through Alleyway connecting Bridge Street to the site

4.8.1. Purpose

This section outlines improvements to the alleyway, connecting Bridge Street to the Waxwell Lane site, based on principles of permeability through the site.

4.8.2. Background

- 4.8.2.1. This alleyway is currently poorly maintained but meets the servicing needs of businesses. The alleyway is currently used for loading and unloading for the businesses and for bin collection. Some businesses, such as the garages use the alleyway as their primary point of access.
- 4.8.2.2. Flytipping is prevalent in the bins in this alleyway, hindering waste collection, despite signage warning against the same (pictured below).

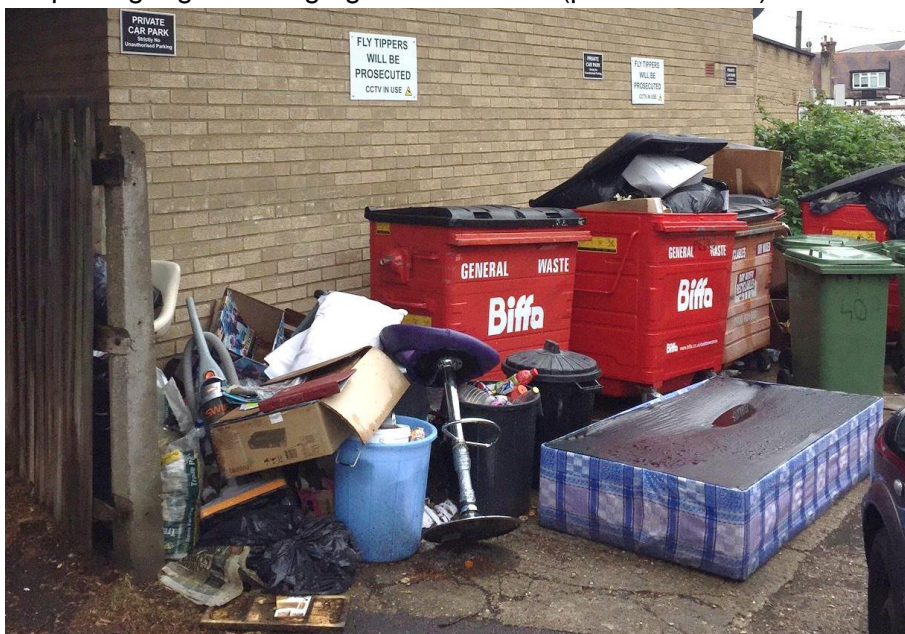


Figure 11: Instance of flytipping in alleyway between Waxwell Lane site and Bridge Street

- 4.8.2.3. Each unit on the alleyway is independently owned (freehold). The open space is thought to be in joint ownership of different business owners.
- 4.8.2.4. Due to risks of loitering, it was suggested during pre-app that the new Waxwell Lane development be gated either on both access points to the site or on the south of the site.
- 4.8.2.5. Following the conversation with Father Robert of St. Luke's Church, it was ascertained that the Church would prefer to avoid any access through their property to and from the proposed site due to security concerns (see 3.10.3.12).

4.8.3. Risks

- 4.8.3.1. Effect on businesses near the site should be explored further through economic impact analysis to balance their needs with permeability requirements.
- 4.8.3.2. Risk of loitering along route connecting the site to Bridge Street.
- 4.8.3.3. Restricting public access severely limits permeability through the site and limits access to the Oak Lee Montessori School for parents during pick-up and drop-off, and for school staff. This can be partially ameliorated by restricting access through the site at different times of day, or improving site access during weekends.
- 4.8.3.4. Gating the community could be detrimental to the permeable quality of the development.

4.8.4. Conclusion

- 4.8.4.1. Following extensive study of businesses and ownership of the alleyway, improvements will be beneficial for the development as well as for residents of Pinner who wish to access Bridge Street through the Waxwell Lane site.
- 4.8.4.2. Additionally, there is an access crossover between 56 and 58 Bridge Street which allows for access to a number of commercial units, which would be quite useful if the development were to continue to RIBA Stage 3. (ref. Waxwell Lane - Stage 2 Document, July 2016 by Caneparo Associates).
- 4.8.4.3. It would be important to have improved access from Love Lane and Chapel Lane Car parks. Added pedestrian crossings and traffic calming measures can also be introduced.

4.9. Access to Oak Lee Montessori School

Residents are concerned that development may lead to Montessori School drop off activity taking place on Love Lane, thereby increasing congestion; therefore a suitable drop off facility shall be incorporated within the proposed layout. Different options for improvement of routes to Montessori shall also be considered if the

development proceeds to RIBA Stage 3, taking into account different options for expanded parking amenity.

4.9.1. Purpose

This section sets out the thinking and conversations to date regarding access and drop-off to the Oak Lee Montessori School in response to consultation feedback regarding pick-up and drop-off of students.

4.9.2. Background

- 4.9.2.1. The Waxwell Lane car park is currently used as an informal access route by members of staff and parents for pick-up and drop-off of children. Local residents are concerned that this will not be possible if the development does not accommodate these needs, and residents will be forced to use alternative car parks such as the Love Lane Car Park, which are further away.
- 4.9.2.2. The Council currently grants OLM parents a 20 minute grace period in Waxwell Lane Car Park – during which time they are not charged for parking – in order to facilitate convenience during drop-off.
- 4.9.2.2.1. This grace period does not currently apply to other Council-owned car parks in Pinner, but should Waxwell Lane Car Park be developed the Council would endeavour to transfer the grace period to the closest Council-owned car park.
- 4.9.2.2.2. Love Lane Car Park currently does not have any pedestrian crossings near the school, which deters parents from using it.
- 4.9.2.3. At present, limited parking, and pick-up and drop-off amenities for nurseries are commonly seen in several nearby schools. It is seen that Twisty Tails nursery and Regent Nursery and Cannon Barn Montessori all have off-site parking provision with a comparable walking time as the distance from the Love Lane car park or from on-street parking on Bridge Street (see Fig. 12).
- 4.9.2.4. Though several neighbouring nurseries provide private parking, it is often restricted to staff members. This means that parents must still use car parks which are not in the immediate vicinity (see Fig. 12).

School name	Student age	Parking	Distance from nearest parking	Pick-up and drop-off amenity	Travel plan in place
Buckingham Preparatory School	2 to 11 years	None	2120m	Yes	Yes
Cannon Barn Montessori	2 to 5 years	Off-site	170m	Yes	No
Longfield Primary School	5 to 11 years	None	3000m	No	Yes

Oak Lee Montessori School	6 months to 5 years	Off-site	10m	No	No
Regent Nursery	3 months to 5 years	Off-site	140m	No	No
Twisty Tails Nursery	3 months to 5 years	Off-site	50m	No	No

Fig. 12: Parking provision for nearby schools and nurseries with no on-site provision

4.9.3. The following section draws on a discussion with the owner of Oak Lee Montessori Nursery held on 20th June 2017, from 7:45 to 9:00 at Waxwell Lane Car Park and the Oak Lee Montessori School, at 44 Love Lane Pinner HA5 3EX.

4.9.3.1. The purpose of the meeting was to discuss the travel and drop-off needs of the Nursery in relation to the proposed residential development of Waxwell Lane Car Park in order to consider how best to accommodate the needs of the nursery were Waxwell Lane Car Park to be developed.

4.9.3.2. Note that the minutes of this meeting are currently under review by the Oak Lee Montessori School: Section 4.9.4 therefore only reflects the observations of Council officers attending.

4.9.4. **Observations**

4.9.4.1. There is a staggered drop-off in Waxwell Lane Car Park, from 8:00 to 9:00, by approximately 95 parents

4.9.4.2. From observation on 20th July, 8:00 – 8:20, about 5 parents are in the car park for drop-off at any one time

4.9.4.3. Pick-up begins at 13:00, with some 10 parents, continuing with 30 to 40 parents after 15:00, and the remaining parents picking children up between 16:00 and 18:00 in “dribs and drabs”.

4.9.4.4. Innellan House School was in this location until July 2008: they used the front door for access and had a designated drop-off zone in front of the school on Love Lane.

4.9.4.5. The Nursery took away the drop-off zone and opened up access from Waxwell Lane Car Park.

4.9.4.6. The main door to the Oak Lee Montessori School, 44 Love Lane, is therefore not in regular use.

4.9.4.7. There is a tradesman entrance that is accessed from Love Lane.

- 4.9.4.8. Five parking spaces are reserved for staff use (not drop-off) by the Pinner Methodist Church, Monday to Friday during working hours.
- 4.9.4.9. Parents who park in Waxwell Lane Car park walk to the front of the school to drop off: the distance from the back gate, through three security doors, to the front drop-off area may be comparable to the walk from Love Lane Car Park to the front door.
- 4.9.4.10. Of the current nursery staff, just under half drive to work (19 of 40).
- 4.9.4.11. Nursery staff that drive currently pay to park until midday, mostly in Love Lane Car Park, then move it on-street after the CPZ, costing each staff member £60-70 a month in parking; business permit equivalent parking in Love Lane for staff would be helpful.
- 4.9.4.12. The Council is committed to communicating and working with the Oak Lee Montessori School throughout the process, were the project to go ahead, to agree the best interim and long-term solutions – including developing a new travel plan.
- 4.9.4.13. Most parents live locally, within Pinner.
- 4.9.4.14. Car use is due to convenience, not distance; it is most convenient to drive on after drop-off.

4.9.5. **Proposals**

- 4.9.5.1. Improved route from Love Lane Car Park: This route will be improved through the provision of a pedestrian crossing along Love Lane, which creates a safer environment when crossing the road. Parking spaces closer to the exit of the car park will be dedicated to priorities parents with young children.
- 4.9.5.2. Provision of parking permits for staff of Montessori.
- 4.9.5.3. Improved cycling infrastructure for staff: Bicycle parking provision shall be provided on site near entrance to Montessori. Short stay (i.e., visitors) cycle spaces are to be provided and integrated into the landscape design to the north of the site adjacent to car parking. (ref. to Waxwell lane – Stage 2 Document, Gort Scott, July 2017)
- 4.9.5.4. Improved public realm connecting proposed parking amenity on Bridge Street through Waxwell Lane site: Proposed on-street parking provision on Bridge Street (see 6.7.3.2.1) can be used by parents to enter the Waxwell Lane site. This creates a safe path for parents with young children to traverse.
- 4.9.5.5. In order to continue the provision of a pick-up and drop off from the rear entrance to OLM School from Waxwell Lane site, a drop-off section has already been included in the design, including a turning circle; management of the drop-off would be based on an agreement with the Council's property management team and subject to adjustment were the current flow to be exceeded or inconvenience future residents.

- 4.9.5.5.1. In addition, the Council will work closely with the Nursery to evaluating alternative and additional access routes from other parking options and support them with the creation of a travel plan.
- 4.9.5.5.2. Further consultation with staff/parents is required at RIBA Stage 3 (detailed design) in order to set out current flows and usage and ensure that the proposed drop-off area is adequate and not expected to cause nuisance.
- 4.9.5.6. The construction management strategy and phasing should be discussed in advance with the nursery so that any potential impact can be planned (see 4.5).
- 4.9.5.7. The Oak Lee Montessori School will remain open throughout construction.

4.10. Car Club/ Pool

4.10.1. Purpose

During consultation discussions, local residents asked us to explore the potential of implementing a ridesharing scheme for the Waxwell Lane development site in light of reduced parking facilities for residents were the site to be developed.

4.10.2. Background

4.10.2.1. What is a Car Club?

A car club is a subscription service which allows users to access any car in the car club and use it for short periods of time. Members have access to vehicles for an hourly rate based on distance travelled. Car club memberships can also be included with the rent or sale of residential units in tie ups with property developers and local councils.

4.10.2.2. Is it appropriate for Pinner?

Based on Carplus factors for identifying the market for car club take-up, Pinner would initially appear to be an ideal fit for a car-club (Stirling Car Club Feasibility study). Pinner has a high density of residential population, good access to local services without the need for a car, a population with above average qualifications, and a good mix of people travelling to work by non-car modes.

4.10.3. Is it appropriate for the potential Waxwell Lane development?

4.10.3.1. Required capacity: Recommended 0.8 parking spaces per unit for a car club to be implemented (Carplus guidelines)

4.10.3.2. If this guideline were to be followed in Pinner, the number of parking spaces occupied by the residents will be 16, with 4 spaces left vacant for public use. As per the current design proposal, there are 0.5 parking spaces per unit, due to the good PTAL of the site. This reduces the need for parking; therefore the implementation of a car club will not be able to provide more public spaces on the car park.

4.10.3.3. Based on profitability, optimal size for car clubs in residential developments is 250 units or more. If implementing a car club in a smaller development, neighbouring streets can also be included. Interest amongst nearby streets should be assessed.

4.10.3.4. There are significant limitations to the provision of a car club on this site were the development to proceed:

4.10.3.4.1. Reduced interest from car club companies due to low number of units.

4.10.3.4.2. Difficulties in developing user base due to reduced market size.

4.10.3.4.3. Disproportionate costs.

4.10.4. **Proposal for all Pinner residents**

4.10.4.1. Required capacity: 4117 households in Pinner according to 2011 Census Data. While the district of Pinner may be large enough to justify a car club, market demand for a car club is unexplored. Resident interest in car clubs might be offset as most households were found to use cars outside the village centre.

4.10.4.2. This programme is more likely to have interest from car club companies due to larger market size, and therefore will be easier to implement.

4.10.4.3. Car club and pool cars compare favourably with grey fleet cars, which are typically older, with lower safety standards and higher CO2 and particulate emissions.

4.10.4.4. The main limitation to providing a Pinner-wide car club is that most households already own more than 1 car and therefore have a low propensity to join a car club, so there may not be a demand for this service across the catchment area.

4.10.5. **References**

4.10.5.1. Camden Council: <http://www.camden.gov.uk/ccm/content/transport-and-streets/community-transport-initiatives/london-city-car-club.en>
In Central London, each car club can replace up to 20 cars as residents are significantly less car dependant than in Greater London.

4.10.5.2. PRS tie ups with rideshare apps:
<http://www.constructionenquirer.com/2017/05/30/developer-joins-forces-with-uber-to-ditch-parking-spaces/>
Private rented sector specialist Moda links up with taxi app Uber to cut the number of car parking places in its city centre developments, in exchange for greater amenities like fitness centres and media rooms.

5. **Summary of Stage 2 Report**

5.1. Overview:

The Stage 2 Report authored by Gort Scott in July 2017 summarises the progress to date and further work required for Design Team review and coordination regarding the development on Waxwell Lane Car Park. (ref. Waxwell Lane - Stage 2 Document, Gort Scott, July 2017) A significant amount of work has been undertaken at Stage 1 & 2 to develop various options which may be suitable for the site. The outcomes from the report are outlined below:

- An analysis of the existing site and opportunities
- Analysis of the heritage setting
- Analysis of Pinner architecture
- Analysis of urban condition
- Investigating the area of the site that needs to be built on in order to ensure the proposal is viable – i.e. makes an appropriate return for the Council
- Developing sketch design schemes to be presented at public consultations
- Evolving more defined concept options to present at pre-application meetings
- Investigating the optimum unit size against the density for mews housing
- Investigating the potential for the provision of quality public realm on the site
- Developing the architecture of the housing

5.2. Further work:

If the proposal were to be considered for development, an extensive list of key design tasks for developing the proposals in a smooth and competent manner is summarised below:

- Services strategy and coordination
- Structural strategy and coordination
- Traffic and car park layout coordination
- Landscape design
- Sustainability Report required for planning submission
- Drainage and flooding Assessment required for planning submission
- Transport Assessment required for planning submission
- Daylighting and sunlighting Report required for planning submission
- Landscaping report required for planning submission
- Unit layouts to be further developed
- Cladding approach, window treatment
- Roofscape approach
- Ongoing consultation as a significant separate piece of work
- Costing exercise
- Consulting with agents on unit types
- Confirming the unit mix
- Confirming target unit sizes

5.3. Conclusion:

In order to generate long-term income so the council can continue to provide essential services to the public as effectively as possible, there is a strong interest

in developing Waxwell lane Car Park, making it an attractive and robust scheme, with a long term commitment to the area.

6. Transportation and Parking

6.1. Parking Signage

It was suggested that the Waxwell Lane car park is not well signposted within Pinner and so it not well used. However, this would not impact upon overall levels of demand for car parking in the Council's Pinner car parks. (ref. to Waxwell Lane - Stage 2 Document, July 2016 by Caneparo Associates)

6.2. Pedestrian Crossings

In order to redistribute parking and support OLM School related activities of pick up/drop off, the Council will consider providing an additional pedestrian crossing across Love Lane at its intersection with Avenue Road. This would incentivise parents to use Love Lane Car Park were the potential development of Waxwell Lane Car park proceed to RIBA Stage 3 (see 4.8.4.3 and 4.9.2.2).

6.3. Traffic Congestion

6.3.1. Issues faced

6.3.1.1. Congestion along Waxwell Lane: Issues with the passage of HGVs/coaches on Waxwell Lane and the available width for such vehicles when cars are parked on Waxwell Lane were also raised (ref. Waxwell Lane - Stage 2 Document, July 2016 by Caneparo Associates).

6.3.1.2. Residents have raised concerns regarding general highway safety at the junction of Uxbridge Rd with Elm Bridge Road and also at the roundabout junction of Waxwell Lane and Love Lane (ref. Waxwell Lane - Stage 2 Document, July 2016 by Caneparo Associates).

6.3.1.3. A few local residents were concerned that the potential development of Waxwell Lane Car Park would create a bottleneck at the intersection of Bridge Street with Waxwell Lane.

6.3.2. Work done to date by Harrow Council's Traffic, Highways and Asset Management Team to ease traffic congestion and aid parking wherever possible:

6.3.2.1.1. Pane's Lane SYL extended north to ease congestion around a width restriction (note: this is still contested locally, but eases congestion significantly).

6.3.2.1.2. Cleared obstructive parking on the High St.

6.3.2.1.3. Put in pay and display metres, operative from May 2015, which increase flow -- meaning more people have access to shorter-term parking near the high street.

- 6.3.2.1.4. Love Lane is an example of this formalization of parking to ensure movement.
- 6.3.2.1.5. 20 minutes free on-street parking, meaning more accessibility to retail.
- 6.3.2.1.6. DYL on street corners and bends improves access to streets (by not having cars parked on corners) and therefore eases congestion, helps with pedestrian movement and safety, and ensures easy access for emergency and refuse collection services.
- 6.3.2.1.7. Loading restrictions at the junction of Bridge Street and Chapel Lane, and on Bridge Street itself are there to ensure the junction and a busy part of the public highway through Pinner is kept as clear as possible.
- 6.3.2.1.8. Two pedestrian crossings have been relocated to ease of pedestrian activity.
- 6.3.2.1.9. The vast majority of Pinner is in the Pinner Controlled Parking Zone (CPZ A – operating Monday to Friday 11am to 12noon)

6.3.3. Recommendations and Conclusions

- 6.3.3.1. Additional traffic calming measures could be introduced in the area.
- 6.3.3.2. The Council could consider the potential for a width restriction on Waxwell Lane to prevent large vehicles utilising this route, although the timescale and budget involved in such measures are both beyond the scope of a development of this size.
- 6.3.3.3. Local surveys and evidence suggest that the quantum of vehicular traffic at the junction of Bridge Street and Waxwell Lane would in fact reduce significantly, as there would be lesser vehicles visiting the site once the development is complete.
- 6.3.3.4. Areas with a high PTAL in Outer London were found to have comparable levels of car ownership to Central London. It may be justifiable to deliver less than 0.5 spaces per residential unit due to good PTAL and unit size (ref. TFL Residential Parking Provision in New Developments).

6.4. Parking Survey

6.4.1. Purpose

The surveys verify usage patterns of the existing car parks in the area. It also surveys the business uses of the car park, and gives recommendations on where they will be placed.

6.4.2. Findings

There is significant spare parking supply available in Pinner when considering the existing supply and demand in private and council-managed parking in the district centre (ref. Waxwell Lane – Parking Survey Analysis, August 2017 by Caneparo Associates):

6.4.2.1. Once the 111 spaces are removed and parking demand reapportioned, remaining car parks surveyed can accommodate the expected vehicle demand reaching a maximum of 89% utilisation between 11:00-12:00 with 304 of the 337 spaces occupied on a Saturday in 2017 (see Fig. 13).

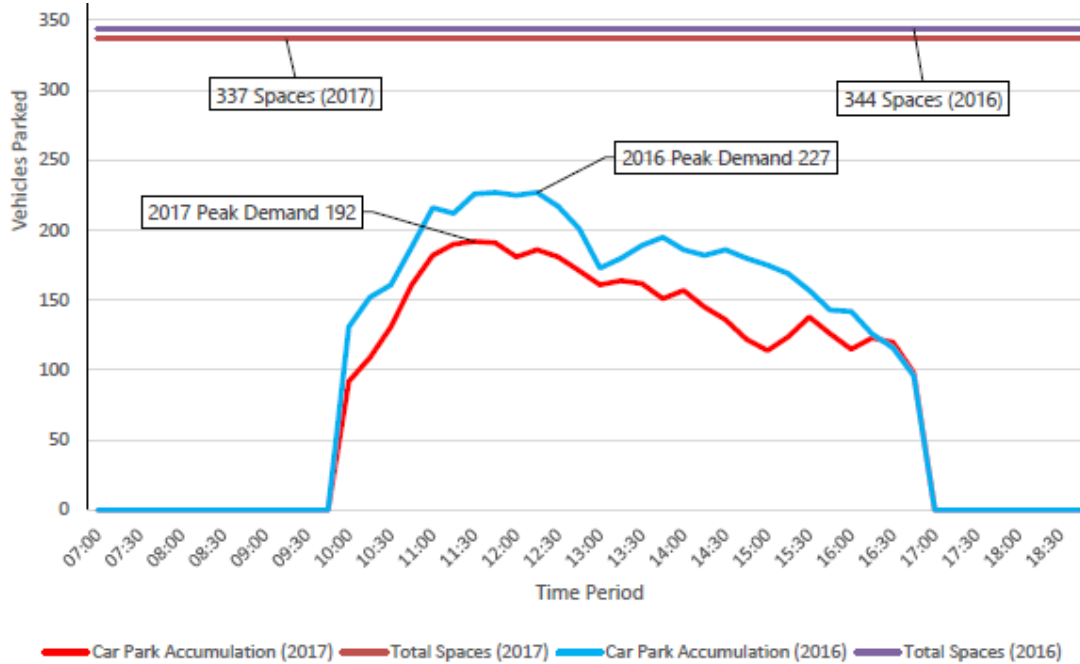


Figure 13: Car Park Availability (Public Car Parks) on Saturday (source: Caneparo Associates, 2016 and 2017)

6.4.2.2. Parking utilisation of public car parks on Thursday with the Waxwell car park reapportioned (assuming its closure), equates to 89% within the 2017 survey and 86% within the 2016 survey (see Fig. 14).

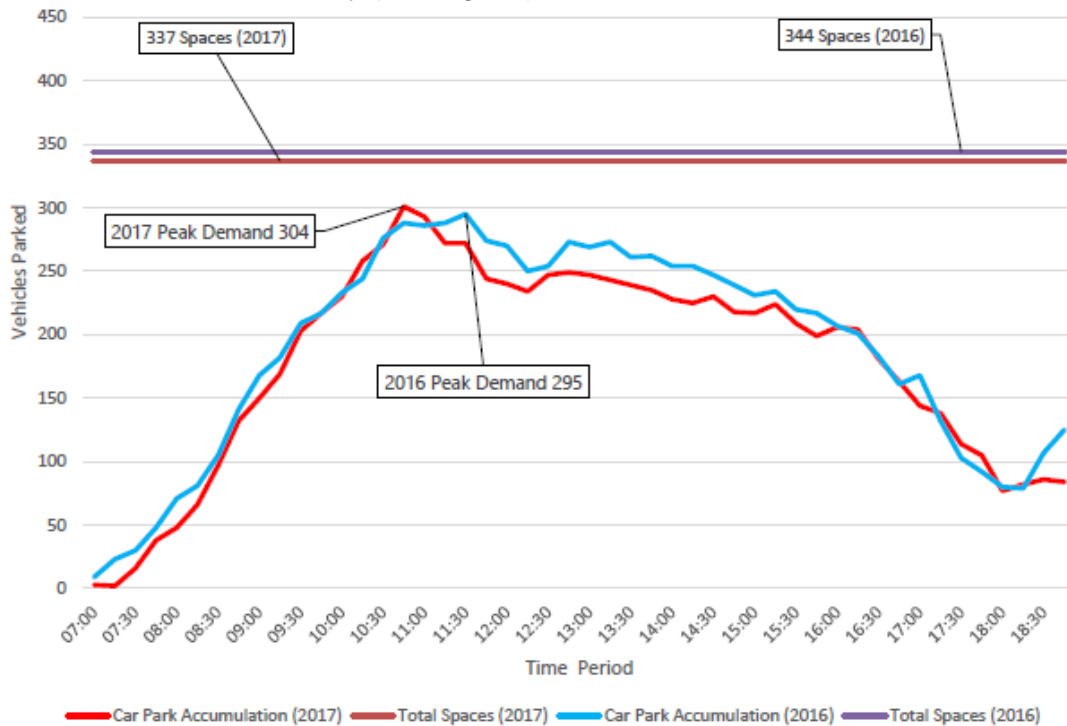


Figure 14: Car Park Availability (Public Car Parks) on Thursday (source: Caneparo Associates, 2016 and 2017)

6.4.2.3. Peak demand also lowers on Saturday within the 2017 survey compared to the 2016 survey data. Parking utilisation of both public and private car parks combined on Saturday with the Waxwell car park reappropriated, equates to 48% within the 2017 survey and 63% within the 2016 survey (see Fig. 15).

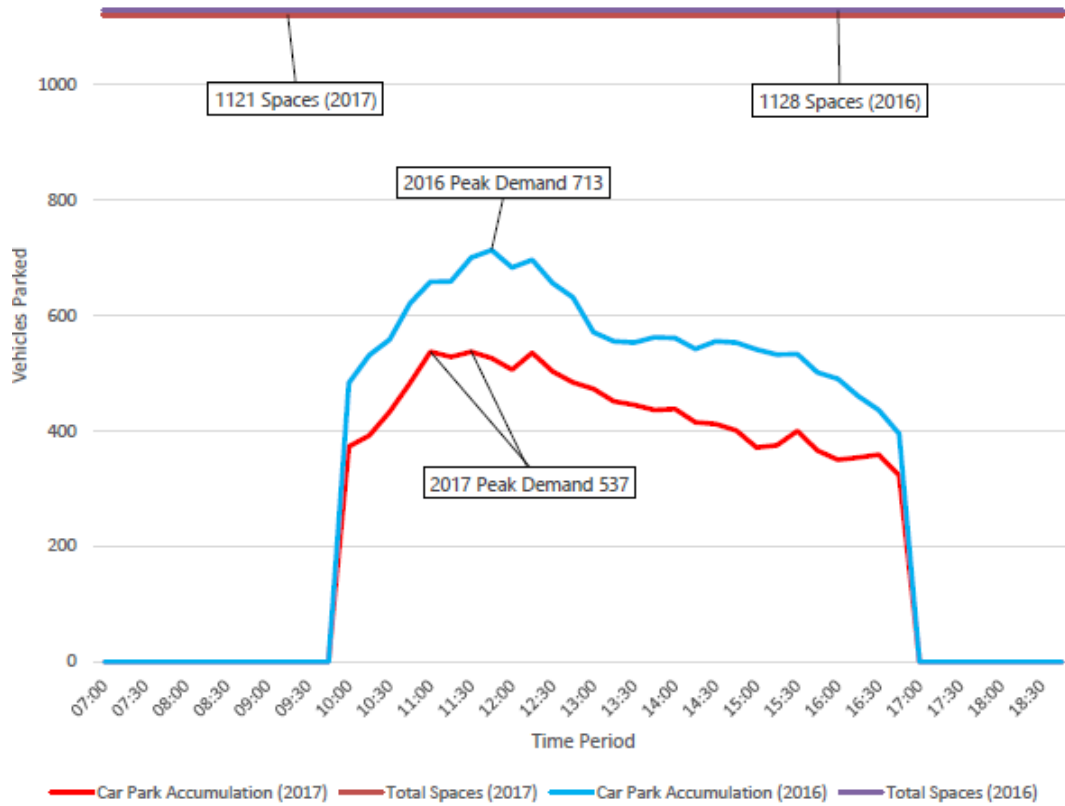


Figure 15: Car Park Availability (Public + Private Car Parks) on Saturday (source: Caneparo Associates, 2016 and 2017)

6.4.2.4. Peak demand for parking remains broadly similar within the 2017 survey to that of the 2016 survey however the peak demand increases from 869 vehicles in 2016 to 941 in 2017. Parking utilisation of both public and private car parks combined on Thursday with the Waxwell car park reappropriated, equates to 84% within the 2017 survey and 77% within the 2016 survey (see Fig. 16).

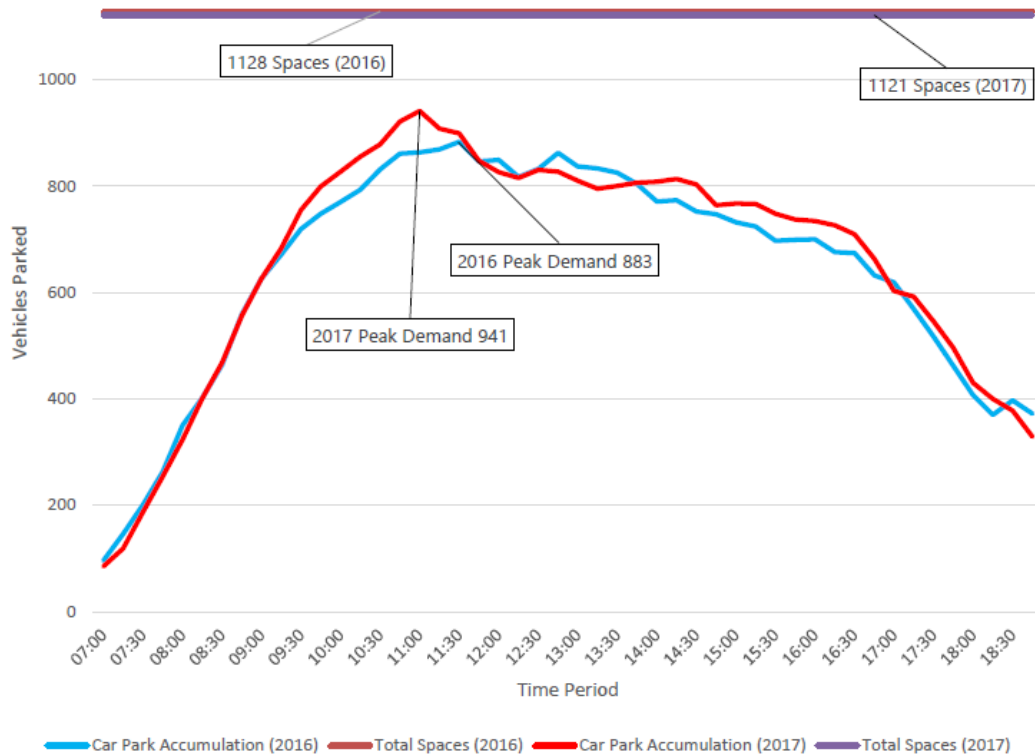


Figure 16: Car Park Availability (Public + Private Car Parks) on Thursday (source: Caneparo Associates, 2016 and 2017)

- 6.4.2.5. Parking in the wider catchment (750m and further) such as the West End Lane car park, the car park for the bowls club and that of the West Lodge Primary School will not be affected as users of those facilities already park within the area, and do not currently use Waxwell Lane car park.
- 6.4.2.6. Two disabled bays are provided within Waxwell Lane Car Park. There are existing on-street dedicated disabled bays in the vicinity on Bridge Street closer to existing retail facilities, but we need to consider if demand and access needs merit the retention of these 2 disabled bays. Several elderly but not registered disabled Waxwell Lane residents utilise the Waxwell Lane Car Park as they struggle with the gradient and distance involved and so would find it difficult to utilise the other council car parks to access shops/services in the Waxwell Lane vicinity (ref. Waxwell Lane - Stage 2 Document, July 2016 and 2017 by Caneparo Associates).

6.5. Business Parking Permits

6.5.1. Purpose

There is a fear among local residents, that the potential development of Waxwell lane Car Park might lead to an adverse impact on businesses in the area (see 1.4.3), due to the inconvenience caused to them by the withdrawal of business parking permit related facilities. The Council's economic development department will continue to support local businesses.

6.5.2. Current usage

- 6.5.2.1. Costs: The financial data regarding revenue generated from is not available as the car parks are not barrier controlled.
- 6.5.2.2. The Council's Parking Department does not monitor usage of these bays, but we have been able to acquire information regarding the number of permits issued. Additional surveys conducted by the Council in 2016 and 2017 determine the usage of these permits as well. (see Fig. 17).
- 6.5.2.3. 2016 permit holders statistics: Of the Waxwell Lane permits, 28 are allocated to estate agents, 24 of these to Foxtons. The Royal Mail holds 9 permits, and the Nursery has 3. There are 66 business permit holders with permits for Waxwell Lane, and no particular limit to the number of permits businesses can apply for. (ref. to Waxwell Lane - Stage 2 Document, July 2016 by Caneparo Associates)
- 6.5.2.4. 2017 permit holders statistics: 44 business permits have been allotted to Waxwell Lane Car Park out of a total of 110 in Pinner.
- 6.5.2.5. The data suggests (see Fig. 17) that at no point in either the 2016 or 2017 surveys did parking occupancy of the 97 business permit bays reach above 50% with the highest peak recorded in 2016 on Thursday 11:00 where 46 vehicles parked.

Thursday						
Date/Time	2016 Survey			2017 Survey		
	Parked	Available Spaces	Occupancy	Parked	Available Spaces	Occupancy
Thursday 07:00	2	95	2%	0	97	0%
Thursday 08:00	-	-	-	4	93	4%
Thursday 09:00	41	56	42%	35	62	36%
Thursday 10:00	-	-	-	36	61	37%
Thursday 11:00	46	51	47%	35	62	36%
Thursday 12:00	-	-	-	36	61	37%
Thursday 13:00	39	58	40%	26	71	27%
Thursday 14:00	-	-	-	29	68	30%
Thursday 15:00	39	58	40%	31	66	32%
Thursday 16:00	-	-	-	24	73	25%
Thursday 17:00	30	67	31%	27	70	28%
Thursday 18:00	-	-	-	16	81	16%
Thursday 19:00	7	90	7%	9	88	9%
Saturday						
Date/Time	Parked	Available Spaces	Occupancy	Parked	Available Spaces	Occupancy
Saturday 10:00	14	83	14%	12	85	12%
Saturday 11:00	-	-	-	15	82	15%
Saturday 12:00	15	82	15%	12	85	12%
Saturday 13:00	-	-	-	9	88	9%
Saturday 14:00	9	88	9%	8	89	8%
Saturday 15:00	-	-	-	11	86	11%
Saturday 16:00	5	92	5%	9	88	9%
Saturday 17:00	-	-	-	7	90	7%

Fig. 17: Total Business Permit Parking Beat (2016 + 2017 Survey), Caneparo Associates

- 6.5.2.6. A number of the permits currently issued could be deemed non-essential, i.e. that allow employees a relatively cheap (£500 per year) way of parking close to their place of work rather than having to use a less convenient public transport route

6.5.3. Proposals

- 6.5.3.1. The Council may consider recommending 12 business permit bays be relocated to Chapel Lane Car Park following the closure of Waxwell Lane Car Park. (see Fig. 18). This is considered adequate to maintain the current level of occupancy, despite sufficient space being available even without such remedial measures.

Thursday						
Date/Time	Waxwell Lane Car Park (49 spaces)			Chapel Lane Car Park (48 spaces)		
	Parked	Available Spaces	Occupancy	Parked	Available Spaces	Occupancy
Thursday 07:00	0	49	0%	0	48	0%
Thursday 08:00	4	45	8%	0	48	0%
Thursday 09:00	11	38	22%	24	24	50%
Thursday 10:00	11	38	22%	25	23	52%
Thursday 11:00	9	40	18%	26	22	54%
Thursday 12:00	10	39	20%	26	22	54%
Thursday 13:00	6	43	12%	20	28	42%
Thursday 14:00	12	37	24%	17	31	35%
Thursday 15:00	10	39	20%	21	27	44%
Thursday 16:00	6	43	12%	18	30	38%
Thursday 17:00	6	43	12%	21	27	44%
Thursday 18:00	5	44	10%	11	37	23%
Thursday 19:00	3	46	6%	6	42	13%
Saturday						
Date/Time	Waxwell Lane Car Park (49 spaces)			Chapel Lane Car Park (48 spaces)		
	Parked	Available Spaces	Occupancy	Parked	Available Spaces	Occupancy
Saturday 10:00	7	42	14%	5	43	10%
Saturday 11:00	9	40	18%	6	42	13%
Saturday 12:00	7	42	14%	5	43	10%
Saturday 13:00	3	46	6%	6	42	13%
Saturday 14:00	3	46	6%	5	43	10%
Saturday 15:00	5	44	10%	6	42	13%
Saturday 16:00	3	46	6%	6	42	13%
Saturday 17:00	2	47	4%	5	43	10%

Fig. 18: Business Permit Parking Beat with comparison (2017 Survey), Caneparo Associates

- 6.5.3.2. The Council shall take into account local businesses along Bridge Street needing special consideration, as they could be directly and gravely affected by the proposed development of Waxwell Lane Car Park due to reasons of proximity and ease of access. (see 3.12.2.6)
- 6.5.3.3. Introducing stringent rules, such that to be eligible for a business parking permit you must show that parking your vehicle in the CPZ is essential to the successful operation of the business, shall also be deliberated over. A recent study of Business Parking Permit Policy by Haringey Council supports that this suggestion is feasible (ref. <http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits/business-parking-permit>).
- 6.5.3.4. We note that the Oddfellows Pub was turned down for a business parking permit (see 3.12.2.6.2). Keeping in mind the genuine need to better support local businesses, were the development of Waxwell lane Car Park to continue, we would urge the Council to review this application.

6.5.4. Conclusions

We recommend that the Council seek to limit businesses to a set number of permits in order that vehicles that help with the essential running of the business are prioritised. Many vehicles which do meet a genuine operational need may be in use for much of the day and only parked in a Council car park for a short period of each day (ref. Waxwell Lane - Stage 2 Document, July 2017 by Caneparo Associates).

6.6. On-street parking

6.6.1. Purpose

This section seeks to explore the options of on-street parking to accommodate the parking needs of different stakeholders in Pinner.

6.6.2. Background

- 6.6.2.1. As parking provision on Waxwell Lane will be reduced, there is a need for improved parking in the Pinner village centre to ensure the success of businesses and convenience of residents (see 3.12.2.4).
- 6.6.2.2. Recommendations of on-street parking provision from transport planning consultants (map attached). The peak parking demand in Council car parks is short-lived and coincides with the 11:00-12:00 on-street CPZ controls, such that there is greater capacity available throughout at other times of the day.

Thursday						
Date/Time	2016 Survey			2017 Survey		
	Parked	Available Spaces	Occupancy	Parked	Available Spaces	Occupancy
Thursday 07:00	25	4	86%	61	22	73%
Thursday 09:00	20	9	69%	57	26	69%
Thursday 11:00	14	15	48%	43	40	52%
Thursday 13:00	18	11	62%	62	21	75%
Thursday 15:00	17	12	59%	57	26	69%
Thursday 17:00	13	16	45%	54	29	65%
Thursday 19:00	20	9	69%	46	37	55%
Saturday						
Date/Time	Parked	Available Spaces	Occupancy	Parked	Available Spaces	Occupancy
Saturday 10:00	27	2	93%	66	17	80%
Saturday 12:00	22	7	76%	61	22	73%
Saturday 14:00	13	16	45%	54	29	65%
Saturday 16:00	18	11	62%	40	43	48%

Figure 19: 200m on-street parking beat survey (source: Caneparo Associates, 2016 and 2017), Caneparo Associates

- 6.6.2.3. Reduction in business permits may encourage more of this activity to take place. (ref. to Waxwell Lane - Stage 2 Document, July 2016 by Caneparo Associates)

6.6.3. Risks

Parking supply will need to be monitored and kept under review and measures such additional short-term parking bays during CPZ period must be kept under consideration. (ref. to Waxwell Lane - Stage 2 Document, July 2016 by Caneparo Associates)

6.6.4. **Conclusion**

Considering the private car parks in the vicinity, and demand for off-street car parking in the area, there is a significant amount of spare parking supply available in Pinner. (ref. to Waxwell Lane - Stage 2 Document, July 2016 and 2017 by Caneparo Associates)

6.7. **Needs-based parking**

6.7.1. **Purpose**

This section assesses the different options for the provision of accessible parking in the Pinner village centre.

6.7.2. **Background**

Residents are concerned that accessible parking provision in the village centre will not be sufficient to cater to its needs following the development of the Waxwell Lane car park. Residents have therefore requested badge holder parking spaces in the village centre.

6.7.3. **Actions Taken**

6.7.3.1. The Council is unable to provide badge holder parking since by legal definition, blue-badge holders can park anywhere whereas people with lesser mobility and who do not qualify for a blue badge have no parking spaces assigned especially to them.

6.7.3.2. Given that this demographic and their access to Bridge Street is a significant concern in Pinner, we have considered the following:

6.7.3.2.1. Bespoke Signage: Caneparo transport consultants identified on-street spaces that could be dedicated to needs-based parking, both on the commercial stretch of Bridge Street and at the brow of the hill. A recommendation shall be made to add a sign for a bespoke kind of parking permit for these spaces that responds to Pinner's demographic if this approach is desirable, were Waxwell Lane Car Park to be developed .

6.7.3.2.2. These spaces could cater to the struggling elderly users at the top of the hill as it would be much closer (see 3.12.2.7). This could be needs-based, for an hour at a time, to control use; this system could also extend the use of these bays to the Oak Lee Montessori School as required (see 4.9.5.4).

6.7.3.2.3. While these labelled parking spaces cannot be legally enforced, they can be 'policed' by the community.

6.7.3.3. Oak Lee Montessori School's access and drop-off arrangement through Waxwell Lane Car Park will be maintained (see 4.9).

6.7.4. **Limitations**

The community policed parking spaces rely on the goodwill shown by the local community, so there is a risk that this type of a system could be abused.

6.8. Parking for Potential New Residents

Following early concerns from residents that the development would not be able to account for sufficient parking for future residents, the masterplan has been amended in order to ensure that the design provides parking in a 1:1 ratio to the 20 units (see 3.10.3.9).

7. Impact on Pinner

7.1. Economic impact on Bridge Street

We conducted a survey, aiming to assess the impact of the development on local businesses in the area, and the findings from the impacts on the businesses along Bridge Street can be found in 3.12.2.5.

7.2. Traffic congestion

Two parking and traffic surveys were conducted by Harrow Council in July 2016 and 2017 after repeated claims by local Pinner residents of inaccurate results, and the findings can be seen in 6.3 and 6.4.

7.3. Schools capacity

7.3.1. Purpose

Concerns were raised repeatedly during consultations as well as through written petitions by the local residents in the area, as well as by business owners, that local schools in Pinner were oversubscribed (see 3.12.1.2 and 3.12.1.3).

7.3.2. Findings

7.3.2.1. The Pinner and Pinner South wards fall within the North West Primary Planning Area for school place planning. Three of the primary schools in NWPPA have been expanded to create additional school places:

7.3.2.1.1. Cannon Lane Primary School has been expanded by a form of entry (30 pupils) which will create 210 additional places when filled to capacity.

7.3.2.1.2. Pinner Wood School has been expanded by a form of entry (30 pupils) which will create 210 additional places when filled to capacity.

7.3.2.1.3. West Lodge Primary School has 18 additional places for pupils with special educational needs.

7.3.2.1.4. Other primary schools in the neighbouring wards have also been expanded to create additional capacity.

7.3.2.2. The table below sets out the Primary School's within the north west of the Borough that have or will be expanded:

PPA	Schools	Bulge Classes All Reception <i>except those in mauve</i>	Permanent Expansion	New PAN when expanded
2. North West	Cedars Manor	2009, 2011, 2012	2013	90
	Cannon Lane	2012, 2014	2015	120
	<i>Grimsdyke</i>	2014, 2014 (Yr 2)	2015	90
	<i>Longfield</i>	2010, 2013	2015	120
	Pinner Wood	2010, 2013	2014	90
	<i>St John Fisher</i>	2014	2015	90
	<i>West Lodge</i>	(18 additional places for pupils with special educational needs.)		

Figure 20: School capacities in the North West part of the London Borough of Harrow

- 7.3.2.3. Additionally there are new Secondary School places in Pinner South since the completion of a 6 form entry school (Pinner High School) in September 2016.
- 7.3.2.4. Pinner High School opened in Pinner South ward in September 2016. This is a new free school on the former Heathfield School site adjoining Cannon Lane Primary School (Heathfield School was a private school that closed in 2014). Pinner High School was the subject of a successful free school application by Harrow schools and will be a strong partner in the community of schools in Harrow. It is open initially to Year 7 students and will fill incrementally to its full capacity over a seven year period. It was strongly subscribed with applications for September 2016 and was filled to its published admission number of 180 students.
- 7.3.2.5. Publicly funded schools in the Pinner and Pinner South wards:
The Pinner and Pinner South wards contain four primary schools
- Cannon Lane Primary School Good
 - Moriah Jewish Day School Good
 - Pinner Wood School Outstanding
 - West Lodge Primary School Outstanding
- 7.3.2.6. There are other 'Good' and 'Outstanding' rated primary schools close by in the neighbouring wards. (the only exception being Roxbourne Primary School in Rayners Lane ward that is judged Requires Improvement)
- 7.3.2.7. Harrow Council's 2015 school roll projections predicted that sufficient capacity has been created at schools in the area to meet future demand for places. The situation will continue to be closely monitored and this work takes into account new developments and conversion of office building under permitted development.

7.4. Access to health facilities in Pinner

There is concern among local residents that due to the potential development of Waxwell Lane Car Park bringing new residents into the area, public health services might be adversely affected.

- 7.4.1. The Council is currently liaising with other key infrastructure partners, in particular the new CCG (NHS commissioning group) for Harrow to establish the need for additional or expanded facilities that are outside the delivery control of Harrow Council in relation to population growth and anticipated housing delivery.
- 7.4.2. The provision of these facilities and their location is outside of the Council's control – they are determined by Harrow Clinical Commissioning Group and NHS England, however the Council is working with these organisations to highlight expected new developments.
- 7.4.3. According to the NHS Harrow Clinical Commissioning Group:
 - 7.4.3.1. The greatest population density and growth forecast to 202 in the north east of the borough and in the centre
 - 7.4.3.2. Most of Pinner is in the top 80-100% nationally in terms of access to healthcare
- 7.4.4. The Pinn Medical Centre will be upgraded to a hub - which will offer specialised services more locally. It is one of the first two in the borough.

7.5. Metroland and the dormitory suburb

- 7.5.1. Local residents have raised a concern that Pinner could become a 'dormitory suburb', were it to develop further.
- 7.5.2. Pinner, although medieval in origin, expanded most during the early twentieth century 'Metroland' era of expansion of the north-west edge of London (see Fig. 21), and is an exemplary example of a well-functioning commuter village, which nevertheless retains the charm and community on which Metroland was founded: "the winding roads of the dormitory suburbs of the first forty years of the 20th Century – the Middlesex 'Metroland' built for owner occupiers of modest means, made possible by the progress of electric transport." [Excerpt from London 3: North West, by Bridget Cherry, Nikolaus Pevsner, 1991]
- 7.5.3. Harrow is considered the unofficial capital of this Metroland, and seems like the ideal choice to kick-start extensive regeneration and housing plans to address the pressing demand for housing in London. "Metroland really came about because of a lack of housing after the war, and we're looking at a situation again where there's a huge demand for more houses," Cllr. Glen Hearnden, Harrow Council. (ref. <https://www.theguardian.com/cities/2015/sep/10/metroland-100-years-england-original-vision-suburbia>)

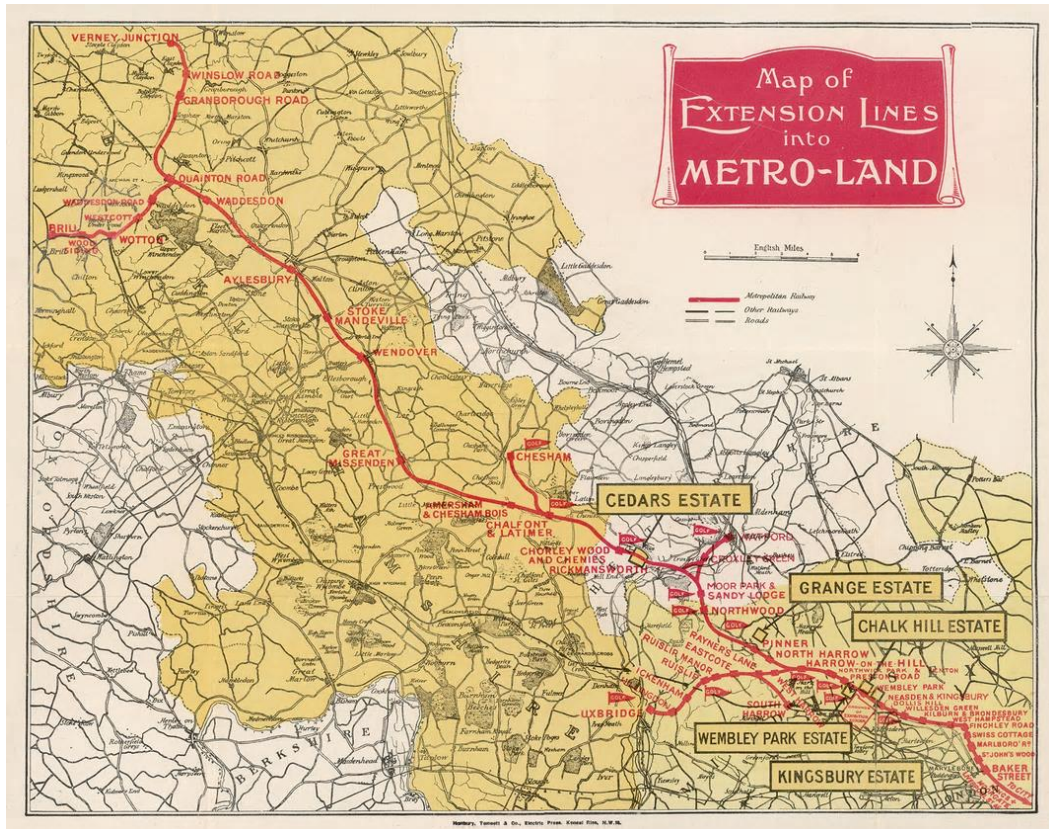


Figure 21: Metroland describes the area of villages stretching from Neasden into the Chiltern Hills (source: Alamy)

7.6. Infrastructure

The Infrastructure Assessment Delivery Plan (Working Document) sets out the process through which Harrow Council ensures that it delivers infrastructure to accommodate growth in the Borough (ref.

http://www.harrow.gov.uk/download/downloads/id/1692/intrastrucutre_assessmen_t_and_delivery_plan)

7.6.1. In particular it seeks to:

- Provide a benchmark of existing infrastructure provision, identifying how well existing needs are met;
- Identify what new infrastructure is being planned as well as future infrastructure requirements to support population change, housing and employment growth as detailed in Local Development Framework documents;
- Provide an indication of the potential costs and means of funding the required infrastructure through public funding, developer contribution and other sources;
- Establish responsibilities for delivery of individual projects, when and where infrastructure will be provided, and provide a basis for collaborative and effective working between stakeholders.

7.6.2. In summary, infrastructure investment is assessed and prioritised in proportion to new development (and the needs that come with in).

- 7.6.3. Relative to whole borough, Pinner has had little development in recent years.
 - 7.6.4. This is based on GLA population projections which take account of sites with planning permission and those which are identified in the Council's Housing Trajectory, plus intelligence on windfall delivery and Prior Approval Office to Residential delivery.
 - 7.6.5. All projects are identified and linked to the areas expected to experience growth to ensure that communities are sustainable and receive the infrastructure needed to support growth.
 - 7.6.6. Pinner is expected to receive less growth than many other areas of the Borough (9% increase in population to 2030 compared with 29% in the Opportunity Area (Greenhill and Marlborough wards), and as such, priorities for infrastructure delivery must reflect and meet the demands of those areas accommodating such growth.
 - 7.6.7. In Pinner and Pinner South wards it is expected that over 6 years there will be around 117 new units delivered – this is based on existing permissions and allocated sites (see 2.11).
 - 7.6.8. This is in the context of our housing target of 593 per annum (3,558 over 6 years) meaning these wards will only be meeting around 3% of Harrow's growth to 2021. Whilst the growth therefore in Pinner is very modest, the Council has identified and is delivering additional infrastructure to help address the growth the area is accommodating.
-

8. Potential Contributions to Pinner

8.1. Waxwell Lane Conservation Area Improvements

- 8.1.1. An early 20th century Electric Supply Feeder, called a 'Lucy Box', stands on the corner of Waxwell Lane and Love Lane. The Conservation Area Appraisal and Management Strategy notes that it is in a poor condition, with peeling paint and would benefit from repair. If the development goes to RIBA Stage 3, Harrow Council could undertake repairing this feeder in keeping with the special consideration being given to Waxwell Lane Conservation Area.
- 8.1.2. Pavements are irregular and in keeping with the overall upgrading of Waxwell Conservation Area, special attention shall be paid to spatial and aesthetic improvements in the area (see 3.8).
- 8.1.3. Congestion in the area would be lessened by the various measures in place (see 6.3.2)

8.2. Supporting the Heath Robinson Museum

8.2.1. Purpose

There is local concern that closing Waxwell Lane Car Park could adversely impact the Heath Robinson Museum, especially affecting its potential to attract coach visits; in addition, the Council feels that it is important to support the Museum, above and beyond the requirements of a residential development where possible and viable – especially with a view to increasing visibility, footfall and Borough-wide awareness of this valuable new asset.

8.2.2. Background

The Heath Robinson Museum opened in October 2016, and is the first new purpose-built museum in Greater London for 40 years. It houses the works of William Heath Robinson, an acclaimed artist who lived in Pinner.

8.2.2.1. Residents are concerned that the lack of parking provision in Pinner will be detrimental to the recently opened Heath Robinson Museum.

8.2.2.2. Harrow Council will aim to assess the different options available for improving access to the Heath Robinson Museum from the Pinner village centre if the development of Waxwell Lane Car Park goes ahead.

8.2.3. Proposal

8.2.3.1. Coaches can pick up and drop off visitors from the district centre; Chapel Lane Car Park is particularly well suited for this as visitors can walk through the park to the museum from the car park; in addition the Council could consider a drop-off bay outside the museum.

8.2.3.2. Improved walking routes, as part of a Pinner history trail, could highlight the Museum as a key stopping point or destination (see 8.3.2).

8.2.4. Case study of the Roald Dahl Museum, Great Missenden:

In order to compare the facilities being provided by a museum in a similar context, we studied the Roald Dahl Museum located in the Buckinghamshire village of Great Missenden. Our observations are as follows:

8.2.4.1.1. Despite being outside Greater London and not on the Underground line, the museum categorically states on its website that they do not provide on-site parking, and that one would find limited parking in the village.

8.2.4.1.2. The car park located closest to the museum is Link Road Car park, with pay and display facilities, which is at a distance of 0.2 miles (4 minute walk); weekend parking possible at Great Missenden Station car park.

8.2.4.1.3. They recommend train use via their website - Chiltern Railway, 2 trains every hour from Marylebone. Chiltern railways have also incentivised travel to the museum in the past, with 2 for 1 ticket prices.

8.2.4.1.4. The website also recommends that the museum is well suited to visiting by regularly scheduled buses or by bike, with hyperlinks to the Sustrans website and other local bike hire websites as well.

8.2.4.1.5. Coaches are not permitted along the High Street of the village where the museum is located, and the recommended drop-off is at a car park on a different street, which is a 5 minute walk from the museum.

8.2.4.1.6. A hyperlink has been provided on the museum webpage to a car share website, with recommendations for people to car-pool as far as possible.

8.3. Pinner History Trail

8.3.1. Purpose

This section explores the possibility of implementing a History Trail in Pinner which highlights cultural and historical assets in the village.

8.3.2. Background

The proposed Pinner History trail will pass through Pinner's heritage assets before heading over to the Heath Robinson Museum. The Trail will also move through green assets in Pinner, such as Pinner Memorial Park.

8.3.3. Benefits of a Pinner History Trail

8.3.3.1. Education: The Pinner History Trail will be beneficial for schools and youth organisations to educate younger generations about Pinner's rich culture and heritage.

8.3.3.2. Economic uplift: As the route moves through Pinner's village centre, the increased footfall along these streets will support the local economy.

8.3.3.3. Heath Robinson Museum Partnership: Partnering with the Heath Robinson museum will be beneficial both for the council as well as for the museum, and will increase number of museum visitors (see 8.2).

8.3.3.4. Promoting a healthy lifestyle: Creating a pedestrian-friendly trail for this scheme promotes healthy living, and encourages residents to walk through their village.

8.3.3.5. Improved public realm (see 3.8.5)

8.3.4. Precedents/Examples

8.3.4.1. Buderim in Queensland, Australia: This initiative was developed by the local council. It was marketed to encourage walking and promote the local history of the town, and includes 20 different stops of historic interest and local landmarks.

8.3.4.1.1. Welcome Board: Installation of new board near transport point of arrival.



Figure 22: Precedent (Source: <http://www.weekendnotes.com/>)

8.3.4.1.2. Consistent branding for existing local assets. Uniform branding is retrofitted to previous marketing materials.



Figure 23: Precedent (Source: <http://www.weekendnotes.com/>)

8.3.4.1.3. Reader plaques in front of areas of interest



Figure 24: Precedent (Source: <http://www.weekendnotes.com/>)

8.3.4.1.4. Street furniture marked and dedicated to historically significant moments in the village.



Figure 25: Precedent (Source: <http://www.weekendnotes.com/>)

8.3.4.2. Pamphlets handed out at local stores, school, libraries.

8.3.4.3. Similar projects across towns in Australia such as Cundletown and Geelong

8.3.4.4. Bangor History walk also follows the above template

8.3.4.5. Bradford History trail also includes local buildings such as schools and parks.

8.3.4.6. Costs

Geelong: AUS\$3500 per sign, total cost AUS\$17,500 (equivalent to £9800) for 15-20 stops (using plaques and other alternatives) not including maintenance costs and project management.

8.3.5. **Resources: History of Pinner and sites of interest**

8.3.5.1. Pinner was first recorded in 1231, and is named after the river Pinn, which runs through the village. Much of Pinner's expansion took place between 1923 and 1939, under the 'Metroland' development facilitated by the Metropolitan Railway. This expansion took place around the historic core, which houses concentration of listed buildings, the oldest of which date back to the fifteenth century. Pinner contains a large number of homes built in the Art Deco style which are primarily detached or semi-detached.

8.3.5.2. Sites of Interest in Pinner:

- Bee Cottage (23 Waxwell Lane)
- 3 Waxwell Lane
- Manor Cottage/Manor House/Waxwell Cottage
- Wax Well (at the top of Waxwell Lane, adjacent to the intersection with Uxbridge Road)
- The River Pinn

- Pinner Police Station
- Little Common
- Starting point of the Pinner Fair
- Elton John's Street Pinner Hill Road
- Heath Robinson Museum
- Pinner Village Hall
- Elm Park Road Little Common Gateway
- Pinner High Street
- Duck Pond Market

8.3.5.3. More sites will be added to this trail following public consultation if the project proceeds and there is an interest in developing this.

8.4. Unculverting the Pinn and building SUDs

8.4.1. Purpose

Following consultation with the Council's ecological protection officers, sites were shortlisted based on their benefits to drainage, to the natural ecosystem and their benefits to the public realm. Implementing SUDs (Sustainable Drainage Systems) was considered to be an added service provided to the area by the Council.

8.4.2. Background

8.4.2.1. The Harrow Development Management Policies Local Plan advocates policies which strive to have positive impacts on the climate. In line with this, a flooding impact study was conducted in the area, and no evidence of a flood risk was found on site (see 2.2.4 and 2.6.3).

8.4.2.2. Nevertheless, the design proposes incorporating SUDs across Pinner to minimise flood risk and boost overall resilience in the area, (see 3.11.2.3) especially consistent with the London Plan, seeking to implement policies which can also have a positive impact on the area at a macro-level.

8.4.3. Proposal

8.4.3.1. Different sections of the river Pinn have been identified for improvements and unculverting efforts.

8.4.3.2. Roundabouts as SUDs:

8.4.3.2.1. Shaftesbury Circle - could be quite difficult given the roads layout but given the total land area and the local flood risk it could be worth looking at. An arm/tributary of the Yeading brook (Roxbourne) also runs under this roundabout and could be deculverted to take surface water away, this will most likely need EA approval.

8.4.3.2.2. Roundabout where Uxbridge Rd and Oxhey road meet – This roundabout represents the most obvious place in the borough to put a SUDs area, given its

size and that it is in 1 in 30yr flood zone, the only complication is the number of trees on site.

- 8.4.3.2.3. Roundabout where Uxbride and Rowlands Avenue meet – smaller area than the last and slightly less flood risk they the piped water course (River Pinn) could be connected to this SUD, this will need EA approval. 4-5 trees are present.
- 8.4.3.2.4. Walton Avenue roundabout – small area with 1 in 30yr & 100yr flood zones around half the roundabout. No trees present.
- 8.4.3.2.5. Field end Road/East Cote lane roundabout – medium sized area with large amounts of flooding problems around it with some these areas/problems within Harrow Borough, there are a few trees found here. Hillingdon borough would need to lead on this one.
- 8.4.3.3. Hooking Green – form a SUDs pond linked via pipes to flood areas as a flood storage area, with water loving trees like black poplar and willow (if maintenance is kept up).
- 8.4.3.4. Green space on Walton Avenue – Large area with 1 in 30yr & 100yr flood zones nearby, could be tricky depending on topography and anthropogenic factors/disconnectivity.
- 8.4.3.5. Village way allotments – An attenuation pond could be dug at the allotments and connected to the surface water drains on Village way to treat surface water before being discharged into the water course there, this will most likely need EA approval.
- 8.4.3.6. A SUDS strategy has been established for Waxwell Lane development, together with the drainage engineers, using stormwater rills and rain garden planting to be detailed further once the design proceeds to RIBA Stage 3. (ref. to WXL Stage 2 Report – 3 JCLA).

8.4.4. **Costs**

Although enabling costs will vary depending on the size or scope of works, costs associated with the planning and design of SUDS are approximately 15% of the capital costs, and vary between 15%-30% of the base construction cost, depending on the scale of the development. (ref. UK Gov. Cost Estimation for SUDs, Environment Agency, 2015)

8.4.5. **Conclusion**

The construction of SUDS is highly variable and depends on the proposed development design as well as on the local construction methods. Solutions tend to be site-specific and heavily dependent on the size of the associated catchment area. The Council shall strive to ensure that the new development has positive long term effects and is successful in mitigating the threat of rising global temperatures and the challenges this poses to flood risk (see 2.7.4).