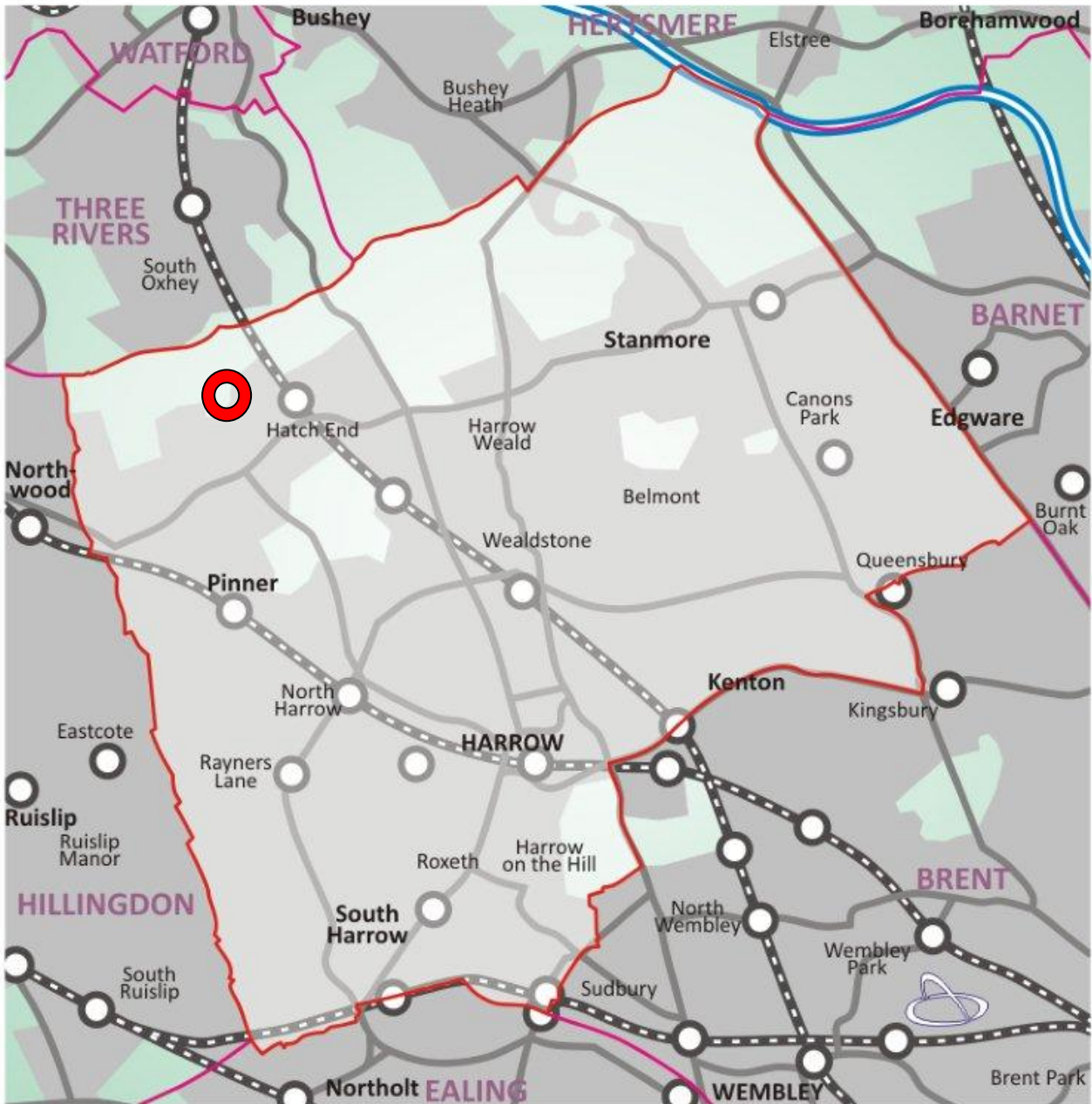
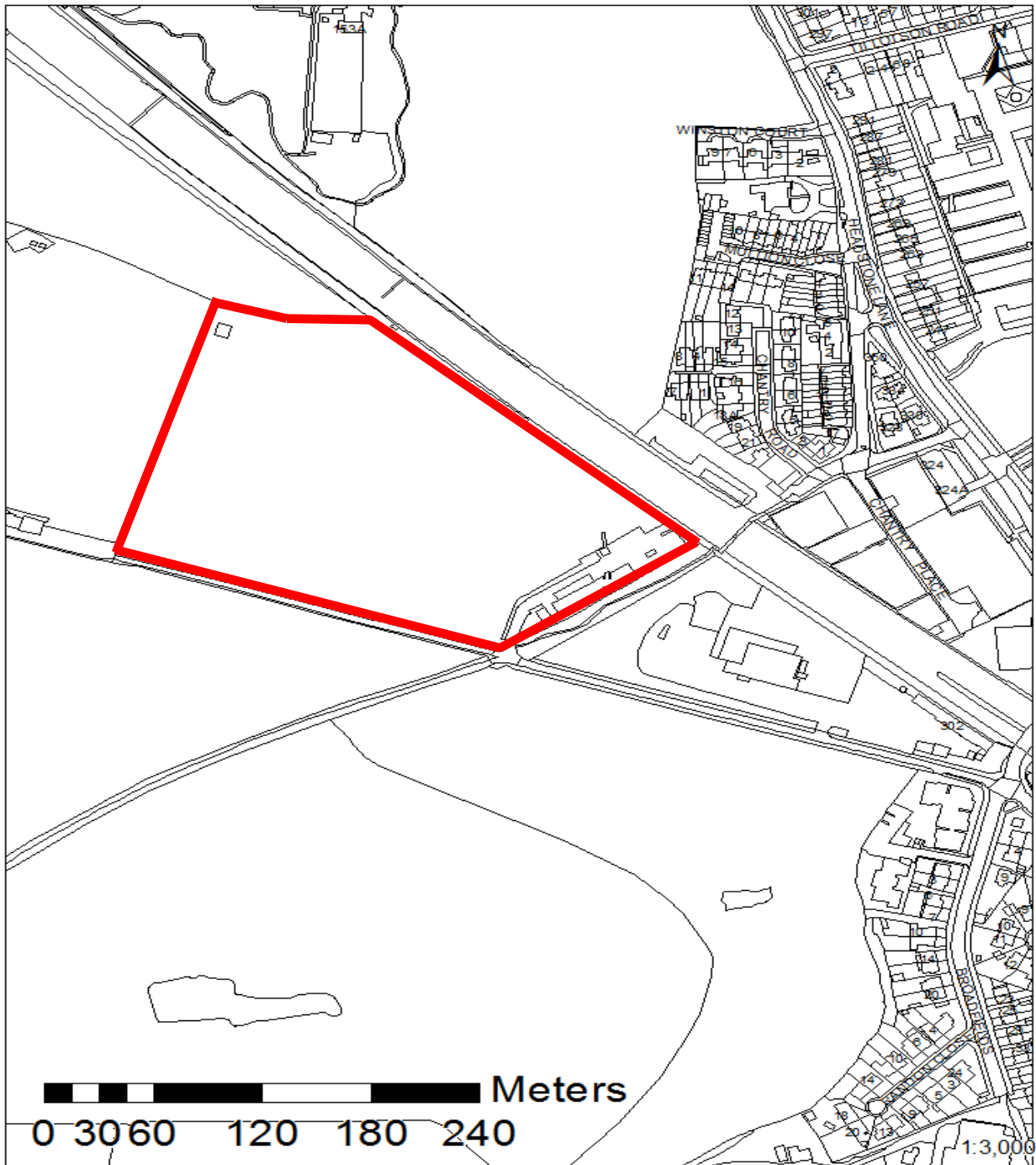


 = application site



<p><b>Pavilion, Raghuvanshi Charitable Trust Playing Field</b> <b>Headstone Lane, Harrow</b></p>	<p><b>P/3527/17</b></p>
--	-------------------------



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised Reproduction infringes Crown Copyright and may lead to prosecutions or civil proceedings. London Borough of Harrow LA.100019206. 2017. DIGITAL MAP DATA (C) COLLINS BAR THOLOMEW LTD (2017)



<p><b>Pavilion, Raghuvanshi Charitable Trust Playing Field Headstone Lane, Harrow</b></p>	<p><b>P/3527/17</b></p>
---	-------------------------

# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

25<sup>th</sup> OCTOBER 2017

**APPLICATION NUMBER:** P/3527/17  
**VALIDATE DATE:** 31/08/2017  
**LOCATION:** PAVILLION, RAGHUVANSHI CHARITABLE TRUST  
PLAYING FIELD HEADSTONE LANE, HARROW  
**WARD:** HEADSTONE NORTH  
**POSTCODE:** HA2 6NG  
**APPLICANT:** RAGHUVANSHI CHARITABLE TRUST  
**AGENT:** URBANIST ARCHITECTURE LTD  
**CASE OFFICER:** MICHAEL ROWSON  
**EXPIRY DATE:** 16/10/2017

### PURPOSE OF REPORT/PROPOSAL

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

The proposal seeks to *form 48 car parking spaces on the existing playing field*. 24 of the parking spaces would be located to the south of the site, close to the entrance, and 24 spaces would be positioned on the north east boundary of the site, adjacent to the existing parking area.

The parking area would be formed with Bodpave 40 – a permeable paving grid which can be installed with either gravel or grass.

The Planning Committee is asked to:

### RECOMMENDATION

**REFUSE** planning permission for the reasons set out below:

1. The formation of additional 48 car parking spaces and associated hardstanding would constitute inappropriate development within the Green Belt, to the detriment of the character, appearance, permanence and openness of the Green Belt, contrary to the National Planning Policy Framework (2012), Policy 7.16B of The London Plan (2016), Core Policies CS1.B and CS1.F of the Harrow Core Strategy (2012) and Policies DM1 and DM16 of the Harrow Development Management Policies Local Plan (2013). No very special circumstances have been demonstrated by the applicant whereby the harm by reason of inappropriateness is outweighed by other considerations.

2. The increase in vehicular movement arising from the formation of additional car parking would not reduce car usage and promote sustainable travel contrary to Policy 6.1 of the London Plan (2016).

## **REASON FOR THE RECOMMENDATIONS**

The proposal would fail to preserve the openness of the Green Belt and would therefore constitute inappropriate development within it. It has not been demonstrated by the applicant that very special circumstances exist whereby the harm to the Green Belt would be outweighed by other considerations.

The provision of additional car parking spaces will encourage car usage and promote unsustainable travel to the venue.

The proposal would lead to increased activities and disturbance to the detriment of the occupiers of the adjoining residential area.

## **INFORMATION**

This application is reported to Planning Committee as it has received significant public interest.

Statutory Return Type:	E. 18 Minor Development, all other
Council Interest:	None
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	N/A
Local CIL requirement:	N/A

## **HUMAN RIGHTS ACT**

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

## **EQUALITIES**

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

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

## **S17 CRIME & DISORDER ACT**

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

## **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

### **BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

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

### **LIST OF ENCLOSURES / APPENDICES:**

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 - Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans

## OFFICER REPORT

### PART 1: Planning Application Fact Sheet

The Site	
Address	Pavillion, Raghuvanshi Charitable Trust Playing Field Headstone Lane, Harrow
Applicant	Raghuvanshi Charitable Trust
Ward	Headstone North
Local Plan allocation	Green Belt
Conservation Area	No
Listed Building	No
Setting of Listed Building	No
Building of Local Interest	No
Tree Preservation Order	No
Other	No

Transportation		
Car parking	No. Existing Car Parking spaces	40
	No. Proposed Car Parking spaces	88
Cycle Parking	No. Existing Cycle Parking spaces	Not illustrated
	No. Proposed Cycle Parking spaces	Not illustrated
Public Transport	PTAL Rating	2
	Closest Rail Station / Distance (m)	Headstone Lane Station - 300m
	Bus Routes	H12, H14, H19
Parking Controls	Controlled Parking Zone?	No
	CPZ Hours	N/A
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	N/A

## **PART 2: Assessment**

### **1.0 SITE DESCRIPTION**

- 1.1 The site is a sports field and associated clubhouse, located within the Green Belt. The site is bordered by railway track to the north, farm land to the south, Old Millhillians Sports Club to the west and Wyevale Garden Centre to the east.
- 1.2 The site is accessed via a bridleway, which joins Headstone Lane at its junction with Broadfields.
- 1.3 The site contains a single storey pavilion building and a detached two storey dwelling, with formal parking spaces positioned to the east of the clubhouse, and along the road linking it to the access from the bridleway, resulting in 40 existing car parking spaces.
- 1.4 The site is within an archaeological priority area and the PTAL level is 2.

### **2.0 PROPOSAL**

- 2.1 The proposal seeks to form 48 car parking spaces on the existing playing field. 24 of the parking spaces would be located to the south of the site, close to the entrance, and 24 spaces would be positioned on the north east boundary of the site, adjacent to the existing car parking area.
- 2.2 The originally submitted plans did not illustrate the area along the internal road which is currently utilised for the parking of eleven cars. This discrepancy was subsequently rectified during the assessment of the proposal and amended plans were submitted including the additional parking area in both existing and proposed site plans.
- 2.3 The proposed parking area would be formed with Bodpave 40 – a permeable paving grid which can be installed with either gravel or grass

### **3.0 RELEVANT PLANNING HISTORY**

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

<b>Ref no.</b>	<b>Description</b>	<b>Status and date of decision</b>
P/3609/16	FORMATION OF ADDITIONAL 48 CAR PARKING SPACES AND ASSOCIATED HARDSTANDING	REFUSED ON 26/10/2016

P/2564/07	NEW PERGOLA/CANOPY TO FRONT PATIO OF CLUBHOUSE WITH RETRACTABLE COVERING; NEW SCOREBOARD PAVILION	GRANTED ON 12/11/2007
WEST/125/93/FUL	REPLACEMENT SINGLE STOREY CLUB HOUSE BUILDINGS AND REVISED PARKING LAYOUT	GRANTED ON 19/5/1993
CASE 921	TWO STOREY SPORTS AND LEISURE BUILDING WITH CAR PARKING	REFUSED ON 07/01/1986 DISMISSED AT APPEAL ON 07/01/1986

#### 4.0 **CONSULTATION**

4.1 A Site Notice was erected on 22/09/2017, expiring on 13/10/2017.

4.2 A total of 37 consultation letters were sent to neighbouring properties regarding this application.

4.3 The overall public consultation period expired on 21/09/2017.

#### 4.4 **Adjoining Properties**

Number of letters Sent	39
Number of Responses Received	170
Number in Support	170
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.5 A summary of the responses received along with the Officer comments are set out below. Comments provided as part of the two petitions received are included first, followed by comments received within the remaining responses.



<b>Details of Representation</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
Petition from Lohana Social Club (signed by 76 people)	<p>Members of the club resort to double parking and indoor sports have to be stopped to allow blocked cars to leave.</p> <p>Dial a Ride coaches used by senior citizens find it difficult to park or turn vehicles after dropping off members.</p> <p>Member's cars are frequently scratched due to double parking.</p> <p>A significant number of members are disabled and cannot find parking close to the premises</p> <p>The lack of parking is even worse when there are sports matches.</p>	Issues relating to parking congestion are assessed in section 6.5 of this report.
Petition from LCNL Tennis Table Club (signed by 15 members)	Members struggle to find spaces to park their cars on Sunday mornings due to cricket club use on the same days.	Issues relating to parking congestion are assessed in section 6.5 of this report.
<u>Community benefits</u>	<p>There are clear benefits to the local community.</p> <p>The proposal meets the Council's Sports Strategy but providing indoor and outdoor sports facilities all year round.</p> <p>The centre provides an excellent community service.</p>	Noted and discussed in section 6.2 of this report.
<u>Improvements to existing parking arrangements</u>	<p>Additional parking is required at the site to reduce congestion on the site and on the Bridleway.</p> <p>Extra parking would allow</p>	Issues relating to parking congestion are assessed in section 6.5 of this report.

	<p>parents to stay and watch sports games.</p> <p>I support the application but insufficient parking is proposed.</p> <p>Pooled transport by minibus (dial a ride) is made difficult due to minibuses having to reverse out of the site.</p> <p>Extra parking on the site will ease parking conditions in the surrounding area.</p> <p>Extra parking would make parking at the site safer.</p> <p>Extra parking would assist disabled members</p>	
Concerns regarding inaccuracies in the Transport Report	<p>The Bridle way is a Wise Farm Road, not a Private Road.</p> <p>The barrier is never locked.</p> <p>There have been complaints about the behaviour of drivers on the Bridle way and illegal parking</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
Additional points raised	<p>The proposal will retain the openness of the Green Belt and be unobtrusive.</p> <p>The facility saves money for the NHS as sports and the environment make people happier</p>	<p>Issues relating to the impact on the Green Belt are assessed in section 6.2 and 6.3 of this report.</p> <p>Noted.</p>

4.6 Statutory and Non Statutory Consultation

4.7 The following consultations have been undertaken:

LBH Highways
LBH Tree Officer
LBH Landscape Architect
Sports England
Historic England

4.8 External Consultation

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

<b>Consultee</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
Historic England	The proposal would cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding.	Noted. Had the application been otherwise acceptable, a condition would have been attached as requested.
LBH Highways	<p>There is insufficient information provided to demonstrate how often a lack of parking occurs. There also does not seem to be a significant effort to promote sustainable forms of travel to this venue despite the inclusion of a very basic travel plan statement.</p> <p>Increasing the number of parking spaces would not do anything to reduce the amount of cars using what is essentially a bridleway intended for travel by horse. If anything vehicular access to this location should be restricted. It is however, acknowledged that there are no recorded personal injury accidents and the site is in</p>	Noted.

	<p>active use and has been for some period of time.</p> <p>In summary I do not consider this a proposal that is completely unacceptable in highways terms, however, I am not satisfied that it is in line with the intentions of the London Plan to reduce car usage and promote sustainable travel.</p>	
LBH Tree Officer	<p>I would prefer that the new parking area in the southern corner is pulled back from the nearby Willow and Hawthorn boundary hedge, although the applicants may not be open to this if they are trying to minimise the amount of land taken up by new parking.</p> <p>In any case any new parking or surfacing near these trees must use a no-dig construction design. It is not made clear what materials or design they intend to use, so this needs clarification also.</p>	Noted. Had this application been recommended for approval, a suitable condition would have been attached.
Landscape architect	<p>A substantial width of screening would be required to screen the parking.</p> <p>Two types of surfacing are proposed:</p> <p><u>Bodpave 40</u></p> <p>This material would not soften the appearance of the area if gravel infill was used. If grass infill material was used instead of gravel then it could only be used occasionally as the intensity of traffic and shade created</p>	Noted.

	<p>by the cars would prevent the grass thriving.</p> <p><u>Grassguard by Marshalls</u></p> <p>The concrete cells used in this material are even more unsatisfactory than the Bodpave 40 for the survival of grass and it would also look unnatural in appearance.</p> <p>No information has been provided regarding the intensity of use of the car park.</p> <p>A different method of delineating the car park spaces should be devised, rather than the obtrusive proposed kerbstones.</p>	
Arboriculture Officer	<p>The southern parking area should preferably be moved away from the Willow and Hawthorn boundary hedge. Any new parking or surfacing near these trees must use a no-dig construction design.</p>	Noted.
Sports England	No response received.	

## 5.0 **POLICIES**

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

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

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

5.3 In this instance, the Development Plan comprises The London Plan 2016

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

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

## **6.0 ASSESSMENT**

- 6.1 The main issues are;

Principle of the Development in the Green Belt  
Character and Appearance of the Area; Impact of the proposal on Greenbelt  
Openness and the Visual Amenities of the Green Belt  
Residential Amenity and Accessibility  
Traffic, Parking and Drainage  
Impacts on Trees

- 6.2 Principle of the Development in the Green Belt

### Retention of Existing Facilities

- 6.2.1 Policy DM 47 supports the retention of existing community and sporting facilities and proposals that secure and enhance re-provision on the site or improve accessibility. Therefore the Council does encourage alterations that improve existing facilities. However, this improvement should not lead to harm to the existing Green Belt.

### Appropriateness of the development in the Green Belt

- 6.2.2 Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 6.2.3 At paragraph 89, the NPPF states that construction of new buildings should be considered inappropriate and states exceptions, which include provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt. Therefore, should the car park be deemed an *appropriate facility for outdoor sport* then the proposal would comply with this exception.
- 6.2.4 The building on the site was originally constructed as a pavilion ancillary to the use of the playing field. It is noted that previous applications dating back to the mid-1980s sought to construct a building for both indoor and outdoor sports alongside meeting rooms. Whilst it is recognised that the appeal decision dates back to 1986, the Inspector's decision relating to the proposal

dismissed that appeal stating that such a proposal would cause a fundamental change in the balance of functions and activities carried out at the site. The Inspector found that:

*By providing an indoor sports hall, meeting rooms and the like inside the new building, the playing fields simply become one of many activities; in effect, an adjunct to the indoor pursuits.*

*This, to me, is contrary to the spirit of Government advice... where the emphasis is on uses appropriate to a rural area.*

*To allow this development would go against this principle [protection of the Green Belt] and establish a precedent which would cause demonstrable harm to arguably one of the most important fundamentals of modern planning.*

6.2.5 Planning permission for the existing single storey club house building included a condition which stated:

*The development hereby permitted including changing and refreshment facilities shall only be used in association with the open air recreational use of the adjacent playing fields for sporting purpose and for no other use without prior consent of the local planning authority.*

6.2.6 The existing building is not solely for the use of open air recreational use and no prior consent has been sought. The supporting documentation details the various uses of the recreation ground and pavilion, which include a senior citizens social club between 12pm and 5.30pm on Monday, Wednesday and Friday (January – November) which attract 80-100 patrons and yoga classes between 8am and 10am on Tuesday and Saturday, which attract 50 patrons.

6.2.7 Full details of the attendance figures for the football and cricket games during the week and weekend have not been provided. Figures for Saturday fixtures have been provided, with an estimated 95 attendees per day (25 for football, 30 for cricket and 20 spectators per game).

6.2.8 In addition to the regular uses of the pavilion building, members of the sports and social club can book it for birthday parties and celebrations including religious celebrations.

6.2.9 Considering the various uses of the building and the intensity of those uses, it is considered that the building is currently not a facility relating solely to outdoor sports, and that the proposed car park would serve the outdoor recreational use only in part.

6.2.10 As such, it is not considered that the development is ancillary to the pavilion serving the outdoor sport at the site. The proposal therefore does not comply with this exception stated within paragraph 89 of the NPPF.

- 6.2.11 The car park proposed is therefore considered to be an engineering operation. Paragraph 90 of the NPPF states that engineering operations are not inappropriate in the Green Belt *provided they preserve openness and do not conflict with the purposes of including land within it.*

#### Impact on the Openness of the Green Belt

- 6.2.12 The aim of Green Belt policy is to maintain openness in perpetuity, whether publicly visible or not. The introduction of the 48 parking spaces and associated access arrangement when considered with existing buildings and parking provision on site, would result in a development projecting into the existing Green Belt and would individually and cumulatively have a significant impact upon the openness of the Green Belt.
- 6.2.13 The applicant has not addressed the reasons for refusal of the previous application. Alternative methods of reducing the parking required at the site have not been provided.
- 6.2.14 In addition the application has failed to provide sufficient details on the current and future operations of the site, the number of people that would be using the site, the type of use and the hours/days when the parking will be in use and how the provision of the additional 48 parking spaces would be ancillary to the Green belt.
- 6.2.15 It is therefore considered that the proposed development would constitute inappropriate development in the Green Belt, thereby failing to comply with the National Planning Policy Framework (2012). This view is consistent with the appeal decision at Timbers, 41 Brookshill, HA3 6RT, Appeal Ref: APP/M5450/A/13/2195550), in which the Inspector found that an increased provision of permeable hard surfacing at the site would result in a loss of openness.
- 6.2.16 Whilst it is recognised that there is a need for the kind of facilities provided at the site, evidenced by the number of letters of support received in relation to the proposal, it has not been demonstrated by the applicant that very special circumstances exist whereby the harm to the Green Belt identified above would be outweighed by other considerations.

### 6.3 Character and appearance of the area and the impact of the proposal on the visual amenities of the Green Belt

- 6.3.1 The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment.



- 6.3.2 Policy DM1 of Development Management Policies (2013) states that all development must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted.
- 6.3.3 The essential characteristics of the Green Belt are openness and permanence. The introduction of additional car parking area would add to the overall impact of the existing building on the openness of the Green Belt.
- 6.3.4 Harrow's Landscape Officer has commented on the application and there are doubts regarding the suitability of the proposed surfacing materials, of which three options have been put forward. The Bodpave 40 system would fail to provide a soft appearance when installed with gravel and its appearance would be preferable if it were installed with grass as it would include a softer grassed appearance and blend into the playing field. However, the grass within the material would only thrive if the parking area was used no more than occasionally, for instance on an overflow basis. The grass would not thrive if it did not receive adequate daylight and this would not happen if covered by vehicles for the majority of the day, for the majority of the week.
- 6.3.5 Insufficient information has been provided regarding the proposed intensity of use of the additional car park spaces, therefore it is not possible to know how the surfacing material would appear once installed. It is therefore considered that the proposal has failed to overcome the previous reason for refusal.
- 6.3.6 The application includes the submission of a Tree Survey Assessment. Harrow's Tree Officer has stated that had the application been otherwise acceptable, a condition could have been attached to ensure a 'no dig' method was used during construction.
- 6.3.7 On the basis of these considerations, it is considered that the proposal would have a detrimental impact on the openness and visual amenities of the Green Belt when compared to the existing situation on site, failing to comply with the guidance set out in the NPPF, policy 7.16 of The London Plan (2015), Core Policy CS1(F) of the Harrow Core Strategy and policy DM16 of the Council's Development Management Policies Local Plan.

#### 6.4 Neighbouring Amenity

- 6.4.1 Policy 7.6B, subsection D, of The London Plan (2016) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Following on from this, Policy DM1 of the Development Management Policies (2013) states that 'all development and change of use proposals must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted.

6.4.2 The closest neighbouring residential property is approximately 60m to the north east (measured from the border of the site to the rear of 7 West Chantry).

6.4.3 In light of the separation distance to the nearest neighbouring residential properties, it is considered that there would be no unacceptable harm to the residential amenity in terms of disturbance from those visiting the facilities or the slamming of doors of the cars. It is therefore considered that the proposal complies with the above detailed policies.

## 6.5 Traffic and Parking

6.5.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to a modal shift from private cars to more sustainable modes through the application of parking standards.

6.5.2 The site has a Public Transport Accessibility Level of 2, which is relatively poor. However, the site is only a short walking distance to Headstone Lane train station (approximately 300m) which is on the London Overground line. In addition three bus services (H12, H14 and H19) operate near the site.

6.5.3 The proposal seeks to increase parking provision from 40 spaces to 88 spaces, including four disabled car parking spaces in close proximity to the entrance. Insufficient information has been provided to demonstrate how often the current level of parking cannot accommodate the numbers of vehicles accessing the site and how many spaces are actually required at those times. Letters of support have been received from residents of the borough and from a number of residents from outside the borough who have stated that there are difficulties parking during daytime senior citizens social meetings and when these clash with sporting events on weekends, as well as during religious events and functions at the site. However, how often this occurs and how many additional spaces are required at those times have not been provided.

6.5.4 The conclusion of the sustainability appraisal carried out as part of the Transport Assessment, noted that the site offers a sustainable location and there is good potential for visitors to use sustainable modes of transport rather than the private car (see Paragraph 2.3.10 of the Transport assessment). However, other than a brief mention of a minibus, there have seemingly been no attempts to reduce car usage and promote sustainability.

6.5.5 The site is accessed via a bridleway, intended for horse travel, and Harrow's Highways team have stated that vehicle access should be restricted if anything. Whilst there have been no recorded personal injury accidents and the site is in active use, this does not demonstrate that the bridleway is suitable for the use of twice as many cars.

6.5.6 It is considered that despite the inclusion of a very basic travel plan, there does not appear to be a significant effort to reduce car usage and promote sustainable forms of travel to the venue, and that the proposal therefore fails to comply with the above detailed policies.

## 6.6 Archaeological Priority Area

6.6.1 The site is located within an Archaeological Priority Area and an Archaeological Desk-Based Assessment has been submitted with the application.

6.6.2 Historic England has recommended a condition stipulating a watching brief during the initial site strip and subsequent ground reduction. Had the application been otherwise acceptable, a condition would have been attached to this affect.

## 7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 In conclusion, it is considered that the proposal would fail to preserve the openness of the Green Belt and would therefore constitute inappropriate development within it. It has not been demonstrated by the applicant that very special circumstances exist whereby the harm to the Green Belt would be outweighed by other considerations.

7.2 Despite the inclusion of a very basic travel plan, there does not appear to be a significant effort to reduce car usage and promote sustainable forms of travel to the venue.

7.3 The proposal would lead to increased activities and disturbance to the detriment of the occupiers of the adjoining residential area.

## **APPENDIX 1: Informatives**

### 1 Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2016) 6.1, 6.13, 7.3, 7.4, 7.6, 7.16, 7.21.

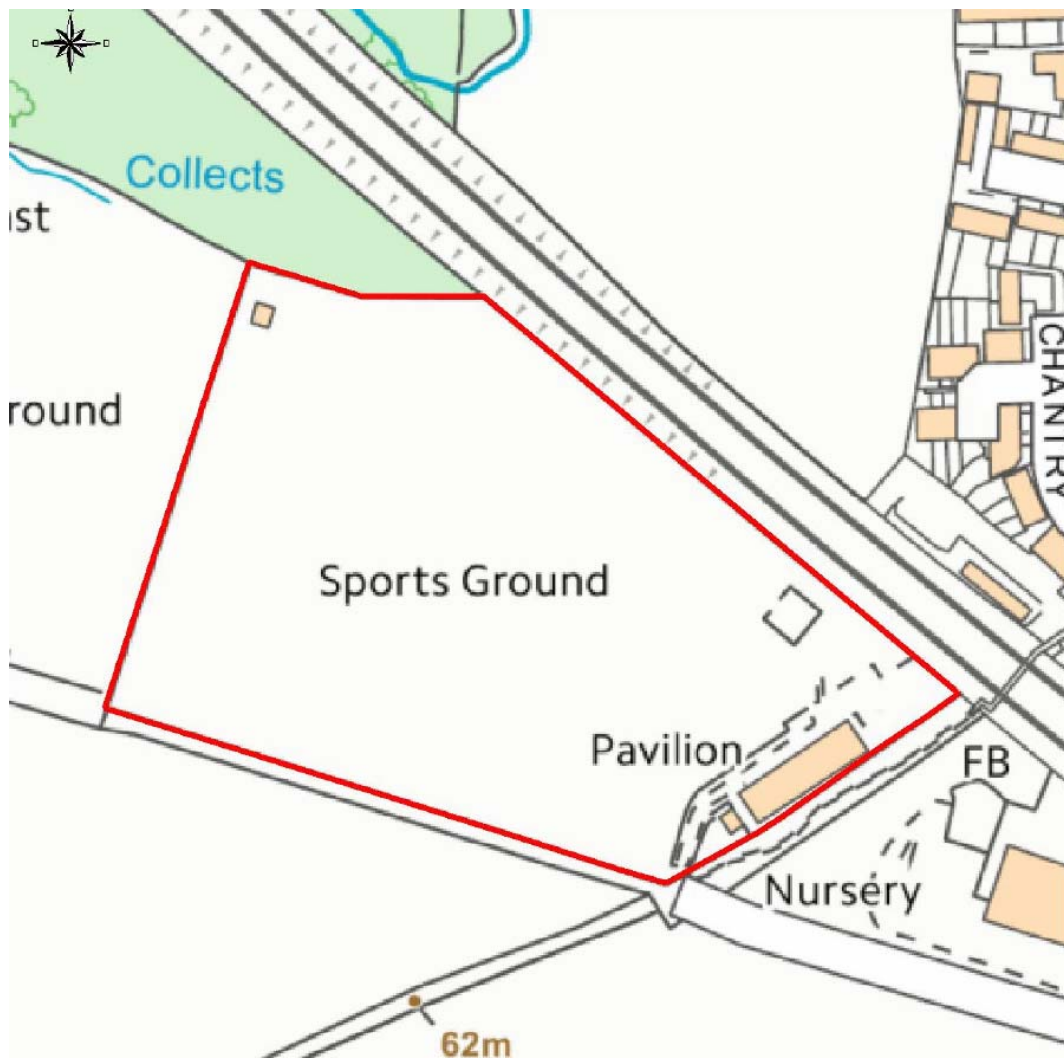
The Harrow Core Strategy (2012) Core Policy CS 1

Development Management Policies Local Plan (2013) DM1, DM16, DM17, DM22, DM47

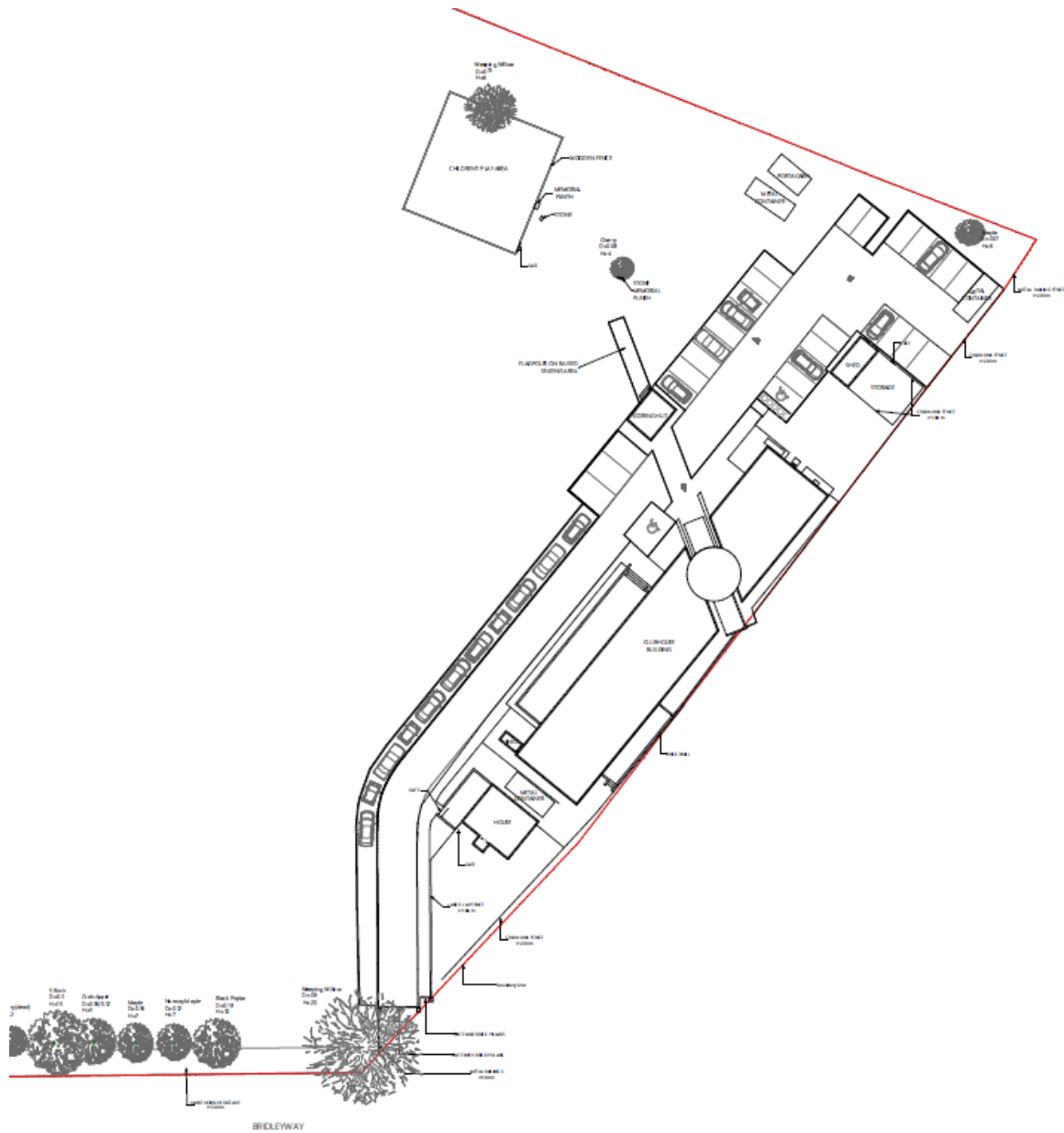
### 2 Pre-application engagement

Refuse with Pre-app

**APPENDIX 2: SITE PLAN**



**APPENDIX 3: EXISTING SITE PLAN  
(south east of the site)**





**This page has been left intentionally blank**