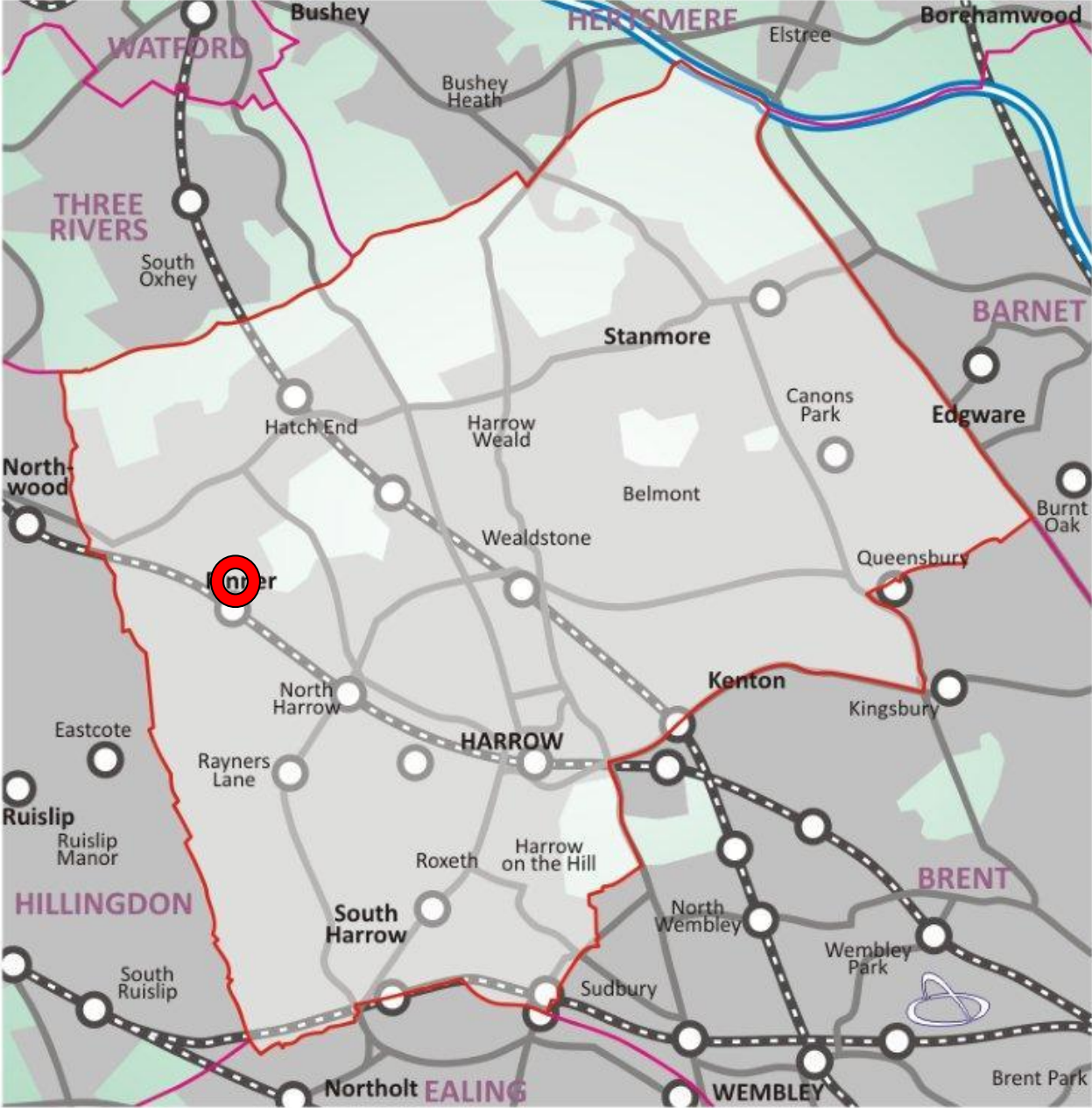
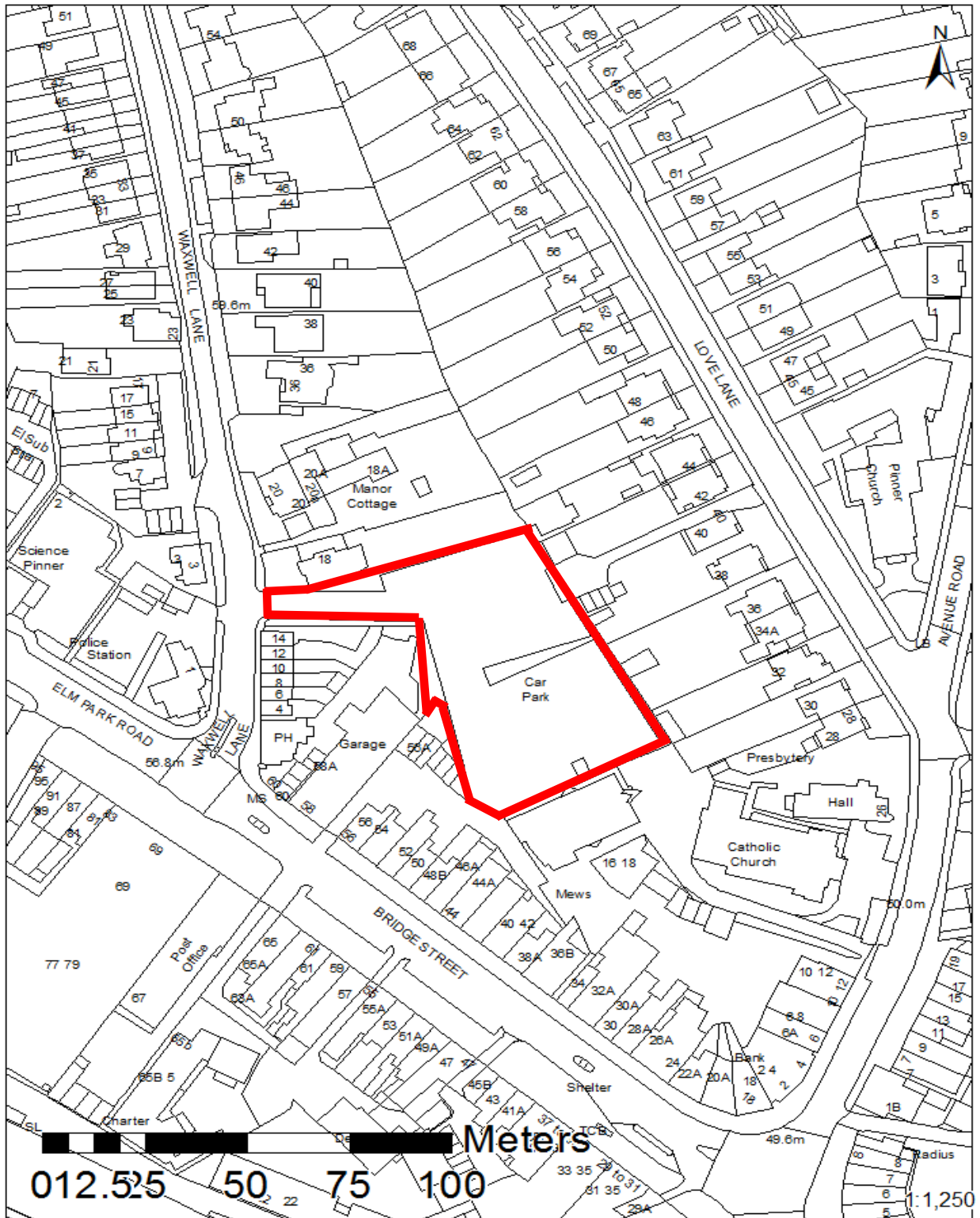


 = application site



Waxwell Lane Car Park, Waxwell Lane, Pinner	P/5680/17
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Waxwell Lane Car Park Waxwell Lane Pinner



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Waxwell Lane Car Park, Waxwell Lane, Pinner	P/5680/17
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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

21st March 2018

APPLICATION NUMBER: P/5680/17
VALIDATE DATE: 21/12/2017
LOCATION: WAXWELL LANE CAR PARK, WAXWELL LANE, PINNER
WARD: PINNER
APPLICANT: LONDON BOROUGH OF HARROW
AGENT: AZ URBAN STUDIO LIMITED
CASE OFFICER: GRAHAM MANSFIELD
EXPIRY DATE: 16/03/2018 (EXTENDED EXPIRY: 23/03/18)

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:

Redevelopment of existing car park to provide 20 three-storey dwellinghouses (use class c3) (14 x 3 bedroom houses & 6 x 4 bedroom houses) associated car & cycle parking, refuse storage, landscaping & replacement boundary treatment

The Planning Committee is asked to:

RECOMMENDATION A

The Planning Committee is asked to:

- 1) agree the reasons for approval as set out in this report, and
- 2) grant planning permission subject to the conditions listed in Appendix 1 of this report.
- 3) delegate authority to the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Director of Legal and Governance Services for the completion of the Shadow Section 106 legal agreement and other enabling legislation and issue of the planning permission.

REASON FOR THE RECOMMENDATIONS

The proposed development of the site would provide new housing, including affordable housing to contribute towards the Council's housing targets, set out in the Development Plan. Overall, the proposed development would provide a high quality of design and materiality, which has been carefully judged for the context of the surrounding area and heritage assets. The proposal would provide good quality living conditions for all future occupiers, whilst the layout and orientation of the buildings to neighbouring properties is considered to be satisfactory to protect the amenities of the surrounding occupiers.

PRODECURAL ISSUES

The application is reported to the Planning Committee because the scale of the development exceeds criterion 1(c)(h) of the Scheme of Delegation dated 29/05/13. The application is also made under Regulation 3 of the Town and Country Planning Regulations 1992 (as amended). Regulation 3 permits a local authority to make an application to itself for planning permission to develop land within its area and to then also determine the application. In this case, the planning application has been developed and submitted by the Regeneration Unit within the Council.

The submission of the application by the local authority has another legal implication. Whereas, most applications of the scale described here would be accompanied by, or subject to, the completion of a s106 agreement, the local planning authority does not have the legal locus to enter in a legal agreement (such as a s106 agreement) with itself. Therefore, in order to secure safeguards, mitigation and maximise 'planning gain' for the redevelopment of the site, an alternative mechanism is required.

In this case, the revised strategy for securing these points has a number of strands:

1. Rather than financial contributions being secured through a legal agreement, they are reported here, through the Planning Committee Report – a public document of record. The Regeneration Unit will be required, as applicant, to allocated funding to the relevant stated departments to be spent on the required social or physical infrastructure improvements
2. Rather than including detailed obligations within a s106 agreement, conditions are recommended wherever these meet the required legal tests set out within the Planning Policy Guidance and Regulation 122 of the Community and Infrastructure Levy Regulations 2011 (as amended)
3. A 'shadow' s106 will be drafted to formally sit alongside the decision notice on the application, if planning permission were granted. The 'shadow' s106 would have 3 purposes: 1) to provide definitions that relate to planning conditions; 2) as a detailed informative on the obligations of the application in the exercise of conditions of development and; 3) in the event that the land was sold to someone with the legal locus to enter into a legal agreement, they would be legally bound (by way of a condition – see point 4) to enter into the legal agreement with the local authority

4. It is recommended that the decision notice is split in two parts in a format similar to the conditions at the end of this report i.e. conditions marked with a single asterix (*) are conditions that will always be binding through the decision notice and conditions marked with a double asterix (**) includes conditions that would be replaced by a legal agreement, were the land owner to have the legal locus to enter into the legal agreement. Condition 31 specifically refers to this approach.

Though the model for development is not entirely identical to other London authorities, a similar approach has been adopted in London Borough of Camden for the determination of Regulation 3 applications that might normally have s106 agreements without legal challenge. It is considered an appropriate approach in this instance and officers recommend that it is adopted, in order to ensure the maximum planning gain is secured.

FINANCIAL CONTRIBUTIONS

A carbon-offset contribution of £46,584.00 shall be paid to the relevant department of the Council prior to the commencement of the development. Should the final energy calculations submitted to the Council demonstrate that the carbon emissions from the residential element of the scheme exceeds 25.88 tonnes per annum, an additional carbon-offset contribution shall be paid to the Council at a rate of £1,800 per tonne of carbon in excess of 25.88 tonnes emitted from the scheme.

BACKGROUND

In Spring 2015, following a consultation period, the *London Borough of Harrow Regeneration Strategy* was approved by Cabinet.

The Harrow Regeneration Strategy (2015-2026) is an ambitious blueprint designed to transform the Borough by meeting three objectives around Place, People and Business, resulting in a wide array of improvements which will have significant benefits for residents, visitors, businesses and other stakeholders. This strategy commits to developing new homes for market sale and market rent alongside building Council homes across the Council's portfolio of sites. In addition to this, the Heart of Harrow Area Action Plan and Opportunity Area includes a £1.75bn investment programme into Harrow and Wealdstone Town Centres which will deliver 5,500 new homes, two new schools, a new library, around 3,000 new jobs and a new civic centre- all within the next decade.

In support of this regeneration agenda, Harrow Council undertook a site selection process for potential developments, across the Council's portfolio of sites. Surveys were undertaken in Town Centre car parks and on-street during November / December 2014 to inform this selection process. The most appropriate sites for development and associated budgets for developing planning applications for these sites was approved at Cabinet in September 2015. Waxwell Lane car park was one of the sites identified for redevelopment.

Extensive community consultation for the redevelopment of the Waxwell Lane car park was carried out prior to the submission of this planning application. Consultation commenced in spring 2016, with initial notification letters and stakeholder meetings. Over the next year, four design drop-in sessions were held, as well as three general public consultation events. Alongside the community consultation, the applicant engaged in pre-application discussions with the Local Planning Authority. The findings of the community events and the pre-application process have been documented within the applicant's Design and Access Statement.

The key findings of the community consultation in combination with the pre-application discussions held with the LPA have informed the detailed design process of the proposed development. The final proposal presented within the subject planning application has sought to balance the needs of the community members and other stakeholders with the overall brief, planning constraints and the project's viability.

The subject application proposes the redevelopment of the existing car park to provide 20 residential dwellinghouses. The proposal involves landscaping and the provision of 20 surface parking spaces.

INFORMATION

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

This application has been re-submitted following the committees resolution to accept the principle of the development at February's meeting, subject to clarification on parking displacement and finalisation of affordable housing contributions.

Statutory Return Type:	Major Development
Council Interest:	Council owned site
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£73,230.50
Local CIL requirement:	£230,153.00

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
- National Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

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LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

Appendix 5 - Parking Survey Information

Appendix 6 – Parking Diagram

OFFICER REPORT

PART 1: Planning Application Fact Sheet

The Site	
Address	Waxwell Lane Car Park, Waxwell Lane
Applicant	Harrow Council Regeneration
Ward	Pinner
Local Plan allocation	No allocation
Conservation Area	Part of the site is within the Waxwell Lane Conservation Area
Listed Building	No
Setting of Listed Building	St Luke's Catholic Church, Love Lane (Grade II Listed)
Tree Preservation Order	The trees within the conservation area are deemed protected.

Housing		
Density	Proposed Density hr/ha	315
	Proposed Density u/ph	58
	PTAL	3
	London Plan Density Range	Suburban 150-250 HR/HA
Dwelling Mix	Studio (no. / %)	0
	1 bed (no. / %)	0
	2 bed (no. / %)	0
	3 bed (no. / %)	14
	4 bed (no. / %)	6
	Overall % of Affordable Housing	10%
	Social Rent (no. / %)	5%
	Intermediate (no. / %)	5%
	Private (no. / %)	90%
	Commuted Sum	
	Comply with London Housing SPG?	No
	Comply with London Housing SPG?	No
	Comply with M4(2) of Building Regulations?	Yes, 90% of units will meet M4(2)

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Council owned car park (Use Class Sui Generis)
	Existing Use Class(es) sqm	
Proposed Use(s)	Proposed Use / Operator	Residential

	Proposed Use Class(es) sqm	Use Class C3
Employment	Existing number of jobs	None
	Proposed number of jobs	TBC

Transportation		
Car parking	No. Existing Car Parking spaces	111
	No. Proposed Car Parking spaces	20
	Proposed Parking Ratio	1:1
Cycle Parking	No. Existing Cycle Parking spaces	None
	No. Proposed Cycle Parking spaces	42
Public Transport	PTAL Rating	3
	Closest Rail Station / Distance (m)	Pinner Station (Metropolitan line 550m)
	Bus Routes	Pinner Bridge Street (300m) Bus Services: 183 (24 hour); H11; H12; H13
Parking Controls	Controlled Parking Zone?	Yes – CPZ Zone A
	CPZ Hours	11am – 12pm Mon-Fri
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site comprises a 0.34 hectare parcel of land located within the Pinner Town Centre boundary and is bounded by Waxwell lane to the west, Love Lane to the east and Bridge Street to the south.
- 1.2 The site was formerly occupied by a substantial detached dwellinghouse (no. 16 Waxwell Lane). But has been in use as a car park since the late 1960's.
- 1.3 The site is currently occupied by a Council owned car park (pay and display), providing 111 spaces, 2 of which are dedicated disabled bay with 30 spaces reserved for 30 business permit holders.
- 1.4 There is a single vehicular access to the application site, located on the eastern side of Waxwell Lane between no's 14 and 18.
- 1.5 Part of the vehicular access is located within the Waxwell Lane Conservation Area and features a small verge adjacent to the common boundary with 14 Waxwell Lane. The trees contained on the verge are deemed 'protected' by virtue of the conservation area.
- 1.6 The site is bound by no. 18 Waxwell Lane to the north, the rear garden of this property adjoins the northern boundary of the site.
- 1.7 Located adjacent to the eastern boundary are the rear gardens of properties on Love Lane. In the north east corner of the car park there is a back entrance to Oak Lee Montessori Nursery located on Love Lane.
- 1.8 To the south of the site the car park adjoins the curtilage of St Lukes' Catholic Church which was awarded Grade II Listing status in March 2016. The church hall is directly adjacent to the southern boundary of the car park.
- 1.9 In the south west corner there is an access onto a rear service road serving the backs of premises on Bridge Street.
- 1.10 The western boundary of the car park is adjacent to car repair work shops at 56a Bridge Street. The rear garden of Oddfellows Public House also adjoins the site to the west.
- 1.11 There is a notable change in levels within the car park site with the land falling from the north of the site towards the south.
- 1.12 The site has a PTAL of 3. The roads surrounding the site are included within a Controlled Parking Zone (CPZ) which operates Monday to Friday restricting on street parking between 11am and 12pm.

2.0 PROPOSAL

- 2.1 Full planning permission is sought for the redevelopment of the car park to provide 20 three storey dwellinghouses; amenity areas; landscaping with associated surface parking; bin and cycle storage.
- 2.2 The footprint of the proposed dwellinghouses would consist of two distinct terraced blocks running from north west to south east, arranged as a mews style development which would offer soft landscaping running through the centre.
- 2.3 The proposed terraced houses to the east of the site would vary in separation distance from the common boundary with properties on Love Lane, from 6.0m to 8.0m. The back to back distances from the north east elevations of the proposed terrace to the rear elevation of properties on Love Lane would be approximately 38.0m
- 2.4 The proposed terraced houses to the west of the site would vary in separation distance from the common boundary with Oddfellows Inn and 56a Bridge Street from 4.5m to 6.5m.
- 2.5 The proposed north flank of the terraced units to the west would be located off the common boundary with 18a Waxwell Lane (to the north) by 17.0m, with the terraced units to the east located off the same boundary by 13.0m
- 2.6 The southern flanks of the west and east terraced units would be adjacent to the common boundary with St. Lukes Catholic Church with a separation distance of 5.0m and 2.0m respectively.
- 2.7 The height of the proposed terraced blocks would be limited to part two/part three storeys at a maximum height of 9.7m. Each of the proposed terraced dwellinghouses would have back gardens supplemented by an amenity area on the second floor facing out onto the central mews area.
- 2.8 The proposal makes provision for 2330.5sqm of residential floor space broken down into the following; 6 x 4 bed-7person units; 13 x 3 bed-6 person units and 1 x 3 bed-5 person unit.
- 2.9 2 (10%) of the proposed new homes would be affordable and 18 would be private. Of the 2 affordable homes, one of the units is proposed to be affordable rent and the other shared ownership/ intermediate rent.
- 2.10 20 on-site parking spaces are proposed towards the north of the site. Two of these spaces would be wheelchair accessible bays.
- 2.11 Secure cycle parking spaces are proposed in the form of sheds in the rear amenity spaces of the development.
- 2.12 Refuse and recycling storage would also be located to the east of the site adjacent to the proposed parking area.

2.13 The space between the two sets of terraced buildings would serve as public realm and would include landscaping and children's play facilities.

3.0 RELEVANT PLANNING HISTORY

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

Ref no.	Description	Status and date of decision
HAR/19308	Nine Terraced Houses with Nine Garages	Granted: 25/06/1962
HAR/19308/B	Outline Residential Development	Granted: 27/02/1964
LBH/2158	Formation of Public Surface Car Park	Granted: 21/03/1967

4.0 CONSULTATION

4.1 A total of five site notices were erected around the neighbouring area on Waxwell Lane, Bridge Street and Love Lane on 22/12/17, expiring on 1st February 2018.

4.2 Press Notice was advertised in the Harrow Times on the 04/01/2018, expiring on 25/01/2018

4.3 The application was advertised as a major application; Setting of as a listed building and character of the conservation area.

4.4 A total of 101 consultation letters were sent to neighbouring properties regarding this application.

4.5 The overall public consultation period expired on 1st February 2018.

4.6 Adjoining Properties

Number of letters Sent	101
Number of Responses Received	30
Number in Support	1
Number of Objections	29

4.7 29 objections were received from the following residents:

6, 12, 21, 31, 36, 38, 43, 46, 52, 109 Waxwell Lane, 10-12, 32 Love Lane, 52 High View, 93, 97 West End Lane, 48 Raisins Lane, 646, 648 Rayners Lane, 24, 82 Cecil Park, 97 Moss Lane, 10 Crest View, 56 Royston Park Road, 3 Haywood Close, 51 Lyndhurst Gardens, 40 Wakemans Hill, 'Winton' Royston Grove, 44 Caulfield Gardens

4.8 A summary of the responses received along with the Officer comments are set out below:

Summary of Comments	Officer Comments
<p>Objects to the application due to:</p> <p><u>Design, Massing, Scale and Height</u></p> <ul style="list-style-type: none"> • The building has no architectural merit and is not in keeping with the local buildings of the conservation area; • 3 storey townhouses proposed are unsympathetic to the current buildings • New development is too cramped and too tall • New development will not enhance or complement existing locality • Heritage of Pinner is at risk due to proximity to listed buildings • No storage areas provided for use by the residents • No general bicycle secure storage available; no storage available in each individual house • Lack of outdoor/garden space for children of new residents to play • The plots are too narrow to provide quality internal spaces • Private gardens are too small • Design of the houses is reminiscent of the spec built boxes constructed in the 1960's and 1970's • Design is for an unimaginative development • Replacement of shrubbery at the entrance of the new development would not enhance the appearance of the Conservation Area • Architects' urban appraisal appears to have been ignored in the design proposal 	<p>Issues relating to design, scale and massing and heritage are assessed within section 6.7, 6.8 of this report.</p>

<ul style="list-style-type: none"> • Design of roofing without eaves are out of keeping with surrounding architecture, and provide no protection from weather staining 	
<p><u>Traffic and Highways</u></p> <ul style="list-style-type: none"> • Insufficient parking for proposed new properties – 1 space per house is too low • No general bicycle secure storage available; no storage available in each individual house • Loss of parking for Pinner as a whole; • Loss of disabled parking bays for the public; • The proposed development would result in a significant increase in traffic and congestion in the area; • The removal of the car park and additional residents would exacerbate the existing pressure on street parking; • There is limited possibility for blue badge holders to find parking; • Parking in Pinner is a mess; • Motorists will abandon cars in an obstructive fashion, creating danger for pedestrians; • Illegal and anti-social parking possible due to car park closure; • Congestion will cause increased pollution and environmental damage; • Proposal introduces new car parking requirement for new homes; • Parking will overflow into Waxwell Lane • There is a shortage of parking in Pinner; • OLM School parents will not be able to park there anymore; • Demand from Pinn Medical Centre has reduced parking availability; • Parking stress in Pinner will increase; • Delay to traffic on Bridge Street due to added need for on-street parking; • No provision for public parking at top end of Bridge Street; • No provision for Church congregation to park on Sunday 	<p>Issues relating to traffic and highways are assessed within section 6.6 of this report.</p>

<ul style="list-style-type: none"> • The monitoring of the car parks does not truly represent how busy the car park is in the winter and in the evenings; • Harrow Council has not demonstrated that the use of Waxwell Lane Car Park is redundant; • Concerns on the survey methods used within transport assessment • Private car parks should not be taken into account in parking survey. 	
<p><u>Overdevelopment:</u></p> <ul style="list-style-type: none"> • Massive overdevelopment of a small area; • The proposal would place additional pressure on surface water drainage; • GP surgeries and schools in the area are at capacity; • Fabric of Pinner is being compromised through quantum of new development; • Too many developments already in Pinner; • No more housing in such a small village; • Too many blocks of flats are being built and taking away open space. 	<p>The location of the site within the boundary of the town centre and the proximity to transport and services is able to suitably accommodate a development of this scale.</p>
<p><u>Provision of Housing</u></p> <ul style="list-style-type: none"> • Too much housing in Pinner, don't need any more; • 2 affordable units in the development is too low. 	<p>Issues relating to the provision of housing and affordable units are addressed within section 6.4 of this report.</p>
<p><u>Amenity Impacts</u></p> <ul style="list-style-type: none"> • Overlooking between houses • Overlooking into the existing properties 	<p>Issues relating to neighbouring amenity are addressed within section 6.5 of this report.</p>
<p><u>Energy</u></p> <ul style="list-style-type: none"> • B rating energy efficiency and environmental impact 	<p>Issues relating to Energy are addressed in section 6.11</p>
<p><u>Consultation:</u></p> <ul style="list-style-type: none"> • Public consultation was undertaken as a tick-box exercise as public opinion has not been respected; • This is an unwanted and unnecessary scheme; 	<p>The applicant carried out community consultation prior to the submission of the planning application. The details of the feedback and revisions to the proposal are detailed within the</p>

<ul style="list-style-type: none"> Resident was not included in the circulation list for this planning application; Detailed financial figures/business case were not presented at consultation; The Council did not suggest alternative ways to raise money. Inconvenience to existing residents due to new development; 	design and access statement.
<u>Right of Way</u> <ul style="list-style-type: none"> Loss of indicative Right of Way for 34 Love Lane. Right of Way between car park and Bridge Street and to rear of shops will be obliterated by proposed development 	These responses are noted but are not a material planning considerations.
<u>Other:</u> <ul style="list-style-type: none"> No objection to a small portion of the site being developed/fewer houses being developed on the same site. Lack of competence to overall town planning demonstrated through this development. People will be out of jobs because of nowhere to park. Alleged deal between Council and 18 Waxwell Lane for redevelopment of car park entrance and additional building capacity. Do not feel that more flats at a value of above £550K are needed 	These responses are noted.

4.9 Statutory and Non Statutory Consultation

4.10 The following consultations have been undertaken on 21st December 2017:

LBH Environmental Health
LBH Highways
LBH Planning Policy
LBH Design Officer
LBH Conservation Officer
LBH Landscape Architect
LBH Waste Management Officer
LBH Biodiversity Officer
LBH Housing Enabling

LBH Drainage Authority
LBH Tree Officer
LBH Drainage Officer
LBH Economic Development
Environment Agency
Designing Out Crime Officer, Metropolitan Police Service
Environment Agency
Thames Water Authority
Historic England Archaeology
Historic England Ancient Monuments
Pinner Association

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

4.12 Internal Consultees:

Consultee	Summary of Comments	Officer Comments
LBH Environmental Health	No objection in principle. Standard pre-commencement conditions will need to be attached in regards to noise impacts and contaminated land.	Noted. Pre-commencement conditions attached.
LBH Highways	<p>This proposal for 20 flats and 20 car parking spaces would result in the removal of Waxwell Lane Car Park with a loss of 111 public parking spaces.</p> <p>The parking assessments demonstrate that the loss of the car park can be accepted as there is sufficient space elsewhere in the local area that can accommodate the displaced vehicles based on the occupancy rates of the existing car park.</p> <p>This site is based within a ptal 3 location which means that access to transport and other local amenities is good. In real terms, this site is within a busy town centre with shops, restaurants, supermarkets, leisure (parks, gym, library,</p>	Noted. Conditions attached.

	<p>museum), schools and places of worship very nearby. There are good bus services and Pinner underground station within a short walk of the site.</p> <p>These appear to be family homes, meaning that car ownership is more likely, however the proposed 1:1 parking ratio is lower than the maximum allowed by the London Plan 2016 standards but as described above, this is a location where there is less need to rely on a private car. The Transport Assessment compares the proposed parking levels with the average car ownership based on Census data which shows that the ideal level of parking would be 26 spaces. It is considered that a small amount of overspill can be accommodated on street without having a significant impact (outside of CPZ hours) but the intended type of development and its town centre location should ensure that the proposed level of parking is adequate.</p> <p>A plan needs to be provided setting out active and passive electric vehicle charging points. The current standards require a minimum of 20% active and 20% passive.</p> <p>Ideally the disabled parking spaces would both be as near to the properties as possible. These must comply with London Plan standards and have the required 1.2m safety zone.</p> <p>DM42 requires the provision of motorcycle parking at a rate of</p>	
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	1 per 20 car parking spaces – this needs to be identified on a drawing	
LBH Planning Policy	<p>The starting point from a policy perspective with this scheme, is that as a carpark, it constitutes previously developed land. As such, in principle of its development is considered to be acceptable. Furthermore, the proposed scheme would bring forward much needed housing, and family housing into the Borough, whereby assisting in meeting the housing target set for Harrow by the Mayor of London.</p> <p>Having said that, the application results in the loss of a publically accessible car park. The application must demonstrate that the loss of the car parking within the area is satisfactory. The loss of this use must be demonstrated as being successful, both in terms of ensuring that there is still a satisfactory car parking provision to serve the Pinner Town Centre, which is intrinsically linked to the continued vitality and vibrancy of the Town Centre. The supporting documentation identifies that a parking survey has been carried out in relation to a number of other (public & private) car parking facilities within the nearby catchment. The supporting information concludes that there would be a loss of 111 car parking spaces for this site, however, there is capacity within the remaining car parking facilities to accommodate this reduction in spaces. The accuracy of the</p>	Noted and explored in section 6.2, 6.3 and 6.6

	<p>surveys and data provided would be subject to an assessment by the Highways Authority. Accordingly, with a sufficient car parking quantum within the area, there would be adequate parking facilities to serve the Pinner Town Centre, and therefore ensure its ongoing vitality and vibrancy.</p> <p>The draft London Plan (2017) has now been published. The proposed development would find favour with a number of policies, and it does not appear that there would be a direct conflict with these policies. Policy would note that given the site size of this application (0.34ha), it would result in it not being considered under H2 (small sites) policy.</p> <p>I note that the development is unable to provide a policy compliant Affordable Housing contribution, which at 10% is disappointing. This is subject to an independent appraisal.</p> <p>Subject to confirmation from the Highways Authority confirming the acceptance of the data relating to the car parking, there would be no object from Planning Policy relating to this application</p>	
LBH Design Officer	<p>Waxwell Lane is an example of good design and architecture. It is sensitive to the context, and the team has undertaken an impressive programme of consultation in order to develop and refine the proposal. Height and massing.</p> <p>The scheme was subject to one DRP session in October</p>	Noted; Design considerations are discussed in section 6.8

	<p>2017. The Panel was very supportive of both the principle of the scheme and the design. The Panel made a number of suggestions, and the design team have subsequently addressed all of the major points in the application.</p> <p>Height and massing is well judged, relating to the cottages on Waxwell Lane, and will not impact on surrounding neighbours. The 'mews' type layout of the site works well, and has potential to support the growth of a close knit community, with good opportunities for genuine door step play and a clearly defined communal space. The landscape and public realm has been carefully designed to accommodate all the different uses, including parking, and will create an attractive setting for the homes.</p> <p>While the scheme will have a minimal impact on the surrounding area, being largely out of sight, subtle adjustments to ground surface and planting will be visible from the entrance to the site on Waxwell Lane, as will the end houses in the two terraces - this will be an improvement to the existing setting.</p> <p>The architecture of the houses is simple but high quality, with carefully composed elevations with generous and simply arranged openings. The internal layouts have also been well planned, with thought given to the needs of the residents and relationship of spaces to private and</p>	
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	<p>communal amenity space. In my opinion these will be really good homes.</p> <p>A good palette of materials has been proposed in the application, and it will be important to ensure that all materials and details, for both the landscape and buildings, are of very high quality. In particular brick bonds, brick and mortar type, windows, window reveals, cills, ground surface, and front door and threshold details should be conditioned.</p>	
<p>LBH Conservation Officer</p>	<p>The proposal is sited within the Waxwell Lane Conservation Area.</p> <p>As the CAAMS notes the soft green character of the conservation area is an asset of the area as it helps soften the streetscene and the historic architecture within it, providing pleasing streetscene views.</p> <p>The proposal would not totally preserve this special character and appearance given the loss of greenery at the entranceway to the existing car park. Whilst some of the soft landscaping here would be retained, parts would be removed and replaced with new car parking for the new houses. This would be to the detrimental. No clear and convincing justification has been provided for this although it is required by NPPF paragraph 132. It seems the proposed parking could be reduced or relocated to allow for the retention of this greenery. The proposed parking should then be re-</p>	<p>Noted. Heritage issues explored in section 6.7</p>

	<p>located or the parking reduced in extent to allow for the retention of this green space. The proposal would otherwise likely cause some impact on the conservation area by the shifting of the car parking from the car park into the conservation area which would likely add clutter to the streetscene. This cannot really be managed if the scheme goes ahead. The public benefits of the proposal should then be weighed up against this less than substantial harm in accordance with NPPF paragraph 134.</p> <p>The development would otherwise not be visible from the streetscene and would have minimal impact. As long as materials and details were conditioned to be traditional and high quality the buildings themselves would preserve the character and appearance of the conservation area.</p> <p>As stated though, the soft landscaping at the entrance to the site, in the conservation area, should be retained.</p> <p>The proposal would have no impact on the listed church.</p>	
LBH Landscape Architect	<ul style="list-style-type: none"> • Tree protection plan – for the demolition phase in particular - this shows the proposed fencing to be very close to the trunks of the existing trees and a tight working space to erect the houses without causing damage to the trees roots and canopies. Rebecca Farrar will provide comments on this. 	Discussed within section 6.8. Suggested conditions of approval included.

	<ul style="list-style-type: none"> • Tree Protection plan in the tree report shows the missing hornbeam trees and shows G2 trees still to be retained (page 31) the landscape plan, in the DAS page 37 – shows that this group of trees has been removed and replaced with new trees. The proposals must be co –ordinated and consistent. • Northern end of mews - concerned about the how realistic it is to propose soft landscaping of grass and low growing plants, where proposed to leave the space open for access by vehicles for ‘occasional large item deliveries and fire engine access’. It is questionable that the soft landscape would survive, how would any other vehicle access be controlled and what would be the proposed ground surface treatment, to take the weight and movement of vehicles? There is insufficient detail to explain this area. The soft landscape would not be sufficiently resilient to survive trampling and vehicles being driven over. How are cars prevented from accessing this area? The DAS on page 44 notes the centre of the north section of the mews contains strips of green with low level planting to allow it to be driven over occasionally without damaging the plants - the vehicles would damage the plants and plants would not act as a deterrent (as stated 	
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	<p>in the DAS) to prevent general vehicular access to the mews - this area requires a redesign</p> <ul style="list-style-type: none"> • Car park to the north. Car park spaces should be broken up by tree planting every 4 to 5 parking spaces. Spaces between 1 – 12 have a proposed tree at either end. And spaces 18 – 20 only a group of trees. At least 3 more trees should be added to break up the large expanse of hard surfacing and parked cars. The proposed strip of planting to the north of the parked cars, adjacent to the fence, is very narrow, approximately 400mm. This is unrealistic to propose planting in a strip this narrow, taking into account construction for the surfacing, and concrete haunching, there would be insufficient / no space remaining to plant. This planting bed needs to be increased in width is say 1.5 metres. More soft landscape to screen and soften the car park is required for street scene impact and to enhance the biodiversity of the area. Is there a gap between parking spaces numbers 3 and 4 – for a reason – is this an access point through a gate from the adjacent property? This space could be used to reorganise the parking spaces and enable an additional new tree. • The cypress hedge along the southern boundary, adjacent to the church, should be completely 	
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	<p>removed. The existing Cypress trees would be far too close to the proposed houses, occupying the whole space and more, are water demanding, overshadowing and could potentially cause problems with the house foundations, sterilise the ground, providing very limited contribution to any biodiversity.</p> <ul style="list-style-type: none"> • Concerned about the proposed screen planting and suitability of proposed tree species – particularly close to the new house. Populus tremula and Cupressocyparis leylandii would be unsuitable choices- water demanding, large trees and bamboo are highly invasive species, so close to the houses. • Careful proposed plant species selection is required to ensure the success of the many of the small and intensively used areas. Some of the proposed species would be unsuitable for the spaces and require review, which could be covered by a Planning Condition. • DAS page 13 notes the plants and trees that have been proposed require minimal maintenance. The chosen species would not be particularly low maintenance and some of the plant mixes would be varied and intricate. Small areas of longer grass edging shorter grass have also been proposed. It is not always easy to establish and arrange maintenance 	
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	<p>for the wild meadow grass. These areas are small and intricate, as are the areas of defensible space planting outside the mews. How are the defensible planting areas protected, to ensure establishment and survival?– the planting strips are very narrow</p> <p>If you are minded to approve this application the following hard and soft landscape conditions would be required:</p> <ul style="list-style-type: none"> • <i>Landscaping to be Approved, including landscape masterplan, hard and soft landscape details and planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedule of plants, noting species, plant sizes, plant container sizes (all at time of planting) and proposed numbers / densities and a landscape implementation programme. Details of the green and brown roofs and irrigation details for the proposed planters.</i> • <i>Hard landscape Material Details</i> • <i>Landscaping Scheme - Implementation including a period of 5 year period for replacements of soft landscape</i> • <i>Boundary Treatment</i> • <i>Levels, existing and proposed levels</i> • <i>Management and maintenance objectives and programme for all the landscape areas</i> 	
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LBH Waste Management Officer	No response received.	Noted
LBH Biodiversity Office	No response received.	Noted
LBH Housing Enabling	In terms of the 3b6p unit – I am pleased that the rent will be set at a London Affordable Rent level as this renders it affordable to homeless households in priority need, although it will impact adversely on the viability of the scheme. It is likely that 2 units would only be of interest to a small RP so it would be helpful if there was a ‘cascade’ mechanism to provide a payment in lieu if no RP comes forward to purchase the units or if we don’t want to manage them ourselves	Noted. Outcome of the viability review will be updated by addendum
LBH Drainage Authority	The application can be conditioned for Surface Water Attenuation and Storage, Surface Water Disposal and Foul Water Disposal.	Noted.
LBH Tree Officer	As none of the trees are protected, there are no significant objections.	Condition attached.

4.13 External Consultees:

Consultee	Summary of Comments	Officer Comments
Environment Agency	No Response Received	Noted.
Designing out Crime Officer (MET Police)	Recommendations from pre-application discussions have been taken on board and incorporated within the proposal. Further recommendations have been	A pre-occupation condition will be attached to the Decision Notice, requiring the applicant to achieve SBD

	recommended to achieve Secure By Design Accreditation.	Accreditation.
Thames Water	Recommended standard informative.	Noted.
Conservation Areas Advisory Committee	Parking would happen in the conservation area since there is not enough for the site. The car park would be displaced into the conservation area. This would exacerbate the parking issue. The affect on the conservation area of overspill parking must be considered. The proposal would also take away part of the good landscaped area within the conservation area for parking. They need to retain the existing here. They need to take out a couple of housing units to accommodate their parking within the site to avoid this loss of soft landscaping. Soft landscaping would be replaced with hard-standing.	Noted . Conservation issues are addressed in section 6.7 of the report
Design Review Panel	<p><u>27/10/2017:</u></p> <p><u>General:</u> Overall, the Panel is very positive about the scheme. Both the design and client teams are to be commended for this exciting proposal, which is an appropriate response to a challenging site and brief.</p> <p><u>View From Waxwell Lane</u> The scheme would benefit from greater visibility from Waxwell Lane. Currently, the view is of the bin store - could it be relocated to the side of the access from Waxwell Lane and developed</p>	Comments incorporated into redesign.

	<p>into a more attractive pavilion? This would then give potential to shift the eastern terrace slightly so that it is visible from the road. It would be useful to see images of the view from Waxwell Lane into the site and from the parking area into the mews, with flanks of the two terraces visible.</p> <p><u>Architecture</u></p> <p><u>Roof terrace:</u> A solid balustrade should be proposed in order to create a more private 'outside room'. This could be achieved with a parapet with a planter. The layout of the houses should also be looked at in relation to the terraces. There is a risk that they wouldn't be used unless they have a direct relationship with a living room – can the fourth bedroom double as a living/study space?</p> <p><u>Entrances:</u> The individual front doors would benefit from greater depth in order to provide a more usable threshold space e.g. with a shoe cupboard and space for a child's bike.</p> <p><u>Material and detail:</u> The pink brick proposed sounds interesting, and the Panel advise that a single high quality material should be used. The site is small and the houses are already distinguished as individuals by stepping up with the topography, and the use of lots of different materials could make the scheme feel over complicated.</p> <p><u>Terraces:</u> The end-of-terrace</p>	
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	<p>houses currently facing the car park should consciously terminate the row, at the moment, one of the rows does this, but the other appears just as a repetition of the rest of the houses.</p> <p>Landscape and Public Realm</p> <p><u>Planting:</u> The wild planting strategy is attractive, but an unusual choice for a community of family houses. It will limit the usability of the communal open space, and raises potential maintenance concerns. A more robust landscape strategy for the communal areas should be looked at, which allows the space to become a useful centre for the community.</p> <p><u>Play:</u> Play provision for the scheme is currently proposed as stepping-stones within the planting. More information is needed for the play, but this does not appear to be adequate. A more detailed strategy for incidental play should be developed e.g. is there potential for a 'kick-about' area next to the current location of the bin store? Could the drainage rill become a play feature?</p> <p><u>Leylandii trees:</u> The Leylandii trees to the southern boundary of the site offer little biodiversity value and so should be removed. They are currently significantly overshadowing the site and appear to offer little benefit to the adjacent church site – they are only visible from the church carpark. An alternative, and more appropriately scaled,</p>	
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	<p>species should be chosen, to provide a more attractive screen to the church carpark.</p> <p><u>Garage</u>: The extension of the garage building to the western edge of the site is unsightly and the windows could impact on the adjacent proposed houses and gardens. It's important to use the landscape strategy to control this edge – can the garage building be planted or screened?</p> <p>Parking and cycling</p> <p><u>Parking</u>: The parking area to the entrance is dominated by hard landscaping. Is there an opportunity to create a less hostile and more informally landscaped threshold? The ground surface will be key to this and use of a softer material than the brick paver should be considered, such as bound gravel or grasscrete. It is understood that reducing the parking ratio is not currently possible, vehicular parking need and car usage of future tenants should be monitored so that future development of the parking area can be factored in.</p> <p><u>Cycle store</u>: The large shared cycle storage facility is a very urban proposal - how often will this space be used? Allocating individual cycle storage, per dwelling, would be a preferable and more flexible solution should residents not cycle. Visitor cycle hoops should be provided near to the site entrance.</p> <p>Summary This is a fantastic scheme. Low-density family housing is much needed in good London</p>	
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	<p>locations. The Panel are supportive of the creation of the proposed intense mews street, and the design is successful and will hopefully facilitate the creation of a new community. The project should be bold in its affirmation of the cul-de-sac - reducing permeability will help to loosen up the site and provide more generous communal spaces. It is also important that opportunities are taken to make the scheme visible from Waxwell Lane.</p> <p>The landscape and public realm would now benefit from some further development - it needs to be as useable and robust as possible. The whole site should appear as a continuous landscape with houses and parking within it, and this approach will help give the impression that you are entering through a landscape rather than a carpark. The removal of the Leylandii trees will also be an important move in making a good place.</p>	
Historic England Ancient Monuments	No Objections	Noted
Historic England Archaeology	No objections subject to conditions	Condition attached
Pinner Association	No Response Received	Noted

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 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2017), as this will eventually replace the current London Plan (2015) when adopted and forms part of the development plan for the Borough.

5.5 The document has been published in draft form in December 2017. Currently, the Mayor of London is seeking representations from interested parties/stakeholders, before the draft Plan is sent to the Secretary of State for Examination in Public, which is not expected to take place until the summer of 2019. Given that that the draft Plan is still in the initial stages of the formal process it holds very limited weight in the determination of planning applications.

5.6 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

6.0 ASSESSMENT

6.1 The main issues are;

Principle of the Development
Regeneration
Housing
Residential Amenity
Neighbouring Amenity
Residential Quality of Proposed Development
Traffic, Parking and Servicing
Impact on Conservation Area and Heritage Assets
Design Quality, Appearance and Layout
Lifetime Neighbourhoods

Landscape and Ecology Considerations
Climate Change and Environmental

6.2 Principle of Development

Loss of Public Parking Area

6.2.1 The proposed development forms part of Harrow Council's Regeneration Strategy, which commits to developing new homes for market sale and market rent, alongside building Council homes across the Council's portfolio of sites.

6.2.2 Following a rigorous site selection process of the Council's portfolio sites in 2014, Waxwell lane car park site was identified as a suitable site for redevelopment. Specifically, within the selection process, the Council undertook surveys in Harrow Borough car parks and on-street spaces.

6.2.3 The findings of this study were assessed by the Council in terms of the overriding requirement to provide new housing within the Borough. As a result, the Waxwell Lane car park site was included on a list of appropriate sites for redevelopment, which was approved by Cabinet in September 2017.

6.2.4 Additional parking surveys were commissioned by Caneparo Associates as part of the Transport Statement in support of the planning application. The findings of these surveys compliment the previous assessments undertaken by the Council. Specifically, it was found that given the low intensity of the use of the car park, combined with the remaining capacity of the Pinner District Centre car parks and the availability of car parking spaces on the surrounding street, the development would not have adverse impacts on the vitality of the town centre or the convenience of parking on the surrounding streets. The findings of the Transport Statement are discussed further in section 6.6 of this report.

6.2.5 There is no relevant policy relating to the loss of car parking within the borough and as such, the scheme is considered based on its merits within the current policy context. Policy DM43 (Transport Assessment and Travel Plans) requires transport assessments to be prepared for major developments. Such assessments should quantify the impacts of the proposal upon public transport and the highway network, which in this case includes the potential displacement of cars that currently use the car parking spaces proposed to be re-developed. A summary of the car parking availability is discussed further below.

6.2.6 Car Parking availability in Pinner

Summary table to show public car parking availability before and after closure of Waxwell Lane car park

	<i>Availability at busiest time of the week with Waxwell Lane car park open (existing)</i>	<i>Availability at busiest time of the week with Waxwell Lane car park closed (proposed)</i>
<i>Public car parks</i>	82 (23%)	20 (7%)
<i>Private car parks</i>	128 (16%)	128 (16%)
<i>Total</i>	210 (18.5%)	148 (14%)

- 6.2.7 A survey of 37 local businesses was carried out to understand their staff and customer parking needs. Lidl was also interviewed. This showed that only 2 businesses (5%) currently have employees who park in Waxwell Lane Car Park all day and that 16 businesses (43%) said that customers opted to park on-street, as it was free for the first 20 mins.
- 6.2.8 Car parking surveys at Waxwell Lane, Love Lane and Chapel Lane public car parks and private car parks at Sainsbury's, Lidl and Pinner station were undertaken.
- 6.2.9 Waxwell Lane car park contains 111 spaces. At its busiest period, 41 spaces were occupied (37%). 49 of the 111 spaces at the car park are reserved for Business Permit holders. Taking the 62 public spaces in isolation, 30 (48%) of those spaces were occupied at the busiest period.
- 6.2.10 There are 351 public car parking spaces in Pinner in car parks (excluding spaces reserved for Business Permit holders). At the busiest period, 269 (or 77%) were occupied. There was surplus capacity of 82 spaces.
- 6.2.11 Closing Waxwell Lane Car Park would leave a total of 289 public car parking spaces remaining in car parks in Pinner. At the busiest period of the week, there would be a surplus capacity of 20 public car parking spaces (7%) across the public car parks.
- 6.2.12 How parking demand could be accommodated after the closure of Waxwell Lane is shown in the diagram below:

Snapshot of parking survey. Weekday peak use (Thursday 15th June 2017 at 10:45)

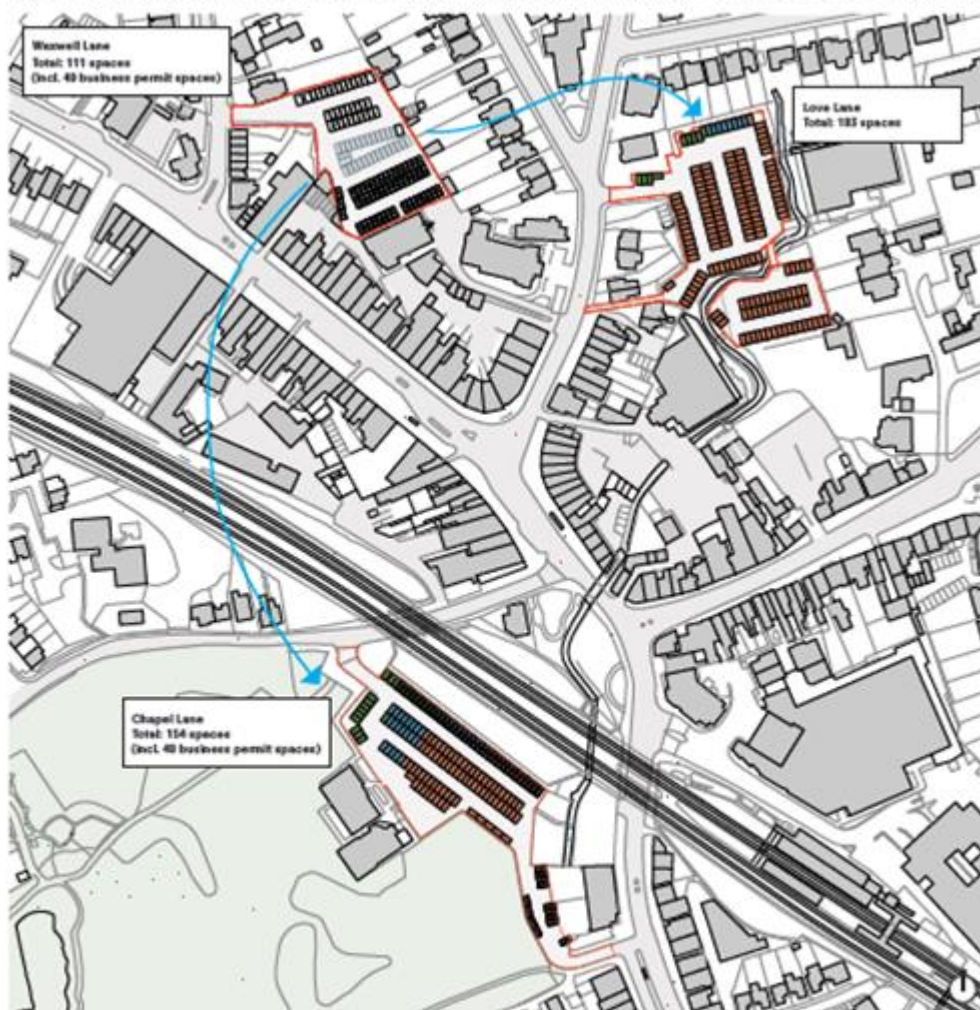


Diagram illustrating that the Waxwell Lane occupied car parking spaces can be accommodated for in the other local public car parks.

- Available Parking Space
- Occupied Parking Space
- Waxwell Lane occupied spaces relocated to available spaces
- Business Parking Space

6.2.13 At other times of the week, there would be more surplus capacity.

6.2.14 This demonstrates that there is sufficient public car parking to accommodate the closure of Waxwell Lane car park whilst retaining a capacity surplus without relying on private car parks.

6.2.15 In addition, there are 784 spaces in private car parks at Sainsbury’s, Lidl and Pinner station car parks. When including existing surplus capacity at these private car parks, at the busiest time of the week, there would be 148 available spaces across all car parks after the closure of Waxwell Lane car park.

- 6.2.16 The results of the survey work demonstrates that there would be surplus available public car parking in car parks after the closure of Waxwell Lane car park with or without relying on private car parking at the busiest time of the week.
- 6.2.17 The Council's Highways Officer has confirmed that there is no objection to the loss of the car parking area. In this context, and also when considering the available survey data, the loss of the Waxwell Lane car park is accepted.

Proposed Land Use

- 6.2.7 The current application seeks to deliver 20 residential units.
- 6.2.8 The proposed provision of residential units would support the London Plan Policy 3.3 'Increasing Housing Supply' and would make a valuable contribution towards achieving the Borough's housing targets, as required by the Mayor of London. Given the proximity of the site to Pinner town centre services and public transport nodes, the site is considered to be appropriate to accommodate new housing.
- 6.2.9 The provision of a mix of market housing and affordable units within the development are also considered to positively respond to the requirements of Policy 24 of the DMP, Policy 3.11 and Policy 3.8(a1) of the London Plan which seek to provide Londoners a choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings.

Conclusion

- 6.2.11 The proposed loss of the existing parking area and provision of residential accommodation is considered to be acceptable and in compliance with the Development Plan for Harrow.

6.3 Regeneration

- 6.3.1 The NPPF reaffirms the Government's commitment to securing economic growth. Paragraph 21 of the NPPF advises that, when drawing-up Local Plans, local planning authorities should (amongst other things):

- *set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;*
- *set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; and*
- *identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.*

- 6.3.2 A site selection process for potential developments was undertaken across the Councils portfolio of sites. Given the highly sustainable location, the site is currently considered to be underutilised and appropriate for development.

- 6.3.3 The proposed development would provide houses in a range of tenures. The proposed housing would constitute an increase in housing stock within the Borough in terms of unit numbers. In addition to the mix type and tenure of the proposed residential units, the development would provide family sized dwellinghouses. The proposal is therefore considered to respond to the needs of different demographic groups within the community, seeking social housing or rental accommodation. In this respect, the proposed development would meet the overarching Place principle of regeneration into the area.
- 6.3.4 In addition, the proposed development would also result in the creation of temporary jobs, arising from the construction process.
- 6.3.6 As a whole, it is considered that the proposed development will deliver a scheme that will accord with the core objectives of the Regeneration Strategy (2015 - 2026) and the Local Development Plan, and it is envisaged that this will ultimately act as a catalyst for regeneration in the Borough.

6.4 Housing, Supply, Density and Overall Housing Mix

Affordable Housing

- 6.4.1 London Plan Policy 3.12 *Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes* states that the maximum reasonable amount of affordable housing should be sought from individual proposals and negotiations should take account of the circumstances of the proposal including viability. The policy also establishes a clear expectation that affordable housing would be provided in the following sequential approach: on-site; off-site; or cash in-lieu contributions. Cash in-lieu contributions should only be accepted where this would demonstrably further the Plan's affordable housing and other policies.
- 6.4.2 The London Plan's housing policies are supplemented by the Mayor's *Housing SPG* (2016). In relation to affordable housing policies, the tone of the SPG is to further emphasise the need for policies to be applied in a manner that maximises output and, having regard to viability, to encourage not restrain housing development.
- 6.4.3 The proposal is for 2 of the proposed 20 homes to be provided as affordable homes equating to a proportion of 10%. Specifically, the proposal would provide, 1 x 3bed 6 person as London Affordable Rent and 1 x 3bed 5 person as an Intermediate unit.

Consideration of Proposal's Affordable Housing Offer

- 6.4.4 The applicant has submitted a Viability Assessment in support of the proposal's affordable housing offer. The initial assessment indicates the maximum number of affordable units that can be viably supported by the scheme is 2 units. Due to the relatively high existing use value/benchmark land value of the car park and the abnormal build costs required to deliver the regeneration of the site, as well as the Council's stated objectives to deliver high quality buildings that assist broader regeneration and economic development, this application can only viably accommodate 10% affordable housing.
- 6.4.5 The Local Planning Authority has been working closely with the applicant throughout the application process and since the February Planning Committee meeting to determine the maximum reasonable amount of affordable housing that can be delivered by this development.
- 6.4.6 Having reviewed all aspects of the scheme's viability, it has been determined that four affordable housing units could be provided at the site (an additional two from the original offer). Two of these would be for affordable rent and two would be in an intermediate tenure. This equates to 20% of the units at the site.
- 6.4.7 In addition, the development would be subject to a financial viability review mechanism. This would ensure that should the viability of the development improve over time, surplus revenue would be captured in the form of a financial contribution towards off-site affordable housing provision. It is likely that any contribution secured could be invested into the provision of on-site affordable housing on an alternative scheme that was part of the Council's Regeneration Programme.
- 6.4.8 The Local Planning Authority's viability consultant has identified that some of the costs associated with this development, design costs in particular, would be higher than market norms and this has also been noted by the Council's planning policy officer. The applicant has explained that the design costs reflect the particularly high quality of the development and design implications of extensive consultation with local stakeholders. It is anticipated that the design quality of the development would be reflected in sales values higher than would be secured by a lower quality scheme. The on-costs associated with the scheme have been evidenced as part of an ongoing transparent dialogue between the Local Planning Authority and the applicant.
- 6.4.9 In the context of the particular circumstances of the site and this development, the amount of on-site affordable housing would be acceptable. Any uplift in the scheme's viability would be captured by a review mechanism and likely invested into further on-site affordable housing provision at other developments carried out by the Council.
- 6.4.10 The details of the review mechanism would be secured by way of a planning condition.

Market Housing

Density

- 6.4.11 London Plan Policy 3.4 Optimising Housing Potential seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. The site is located in an suburban area with an average public transport accessibility rating (3) and, therefore, housing output at the upper end of the density matrix (150-250) is to be expected.
- 6.4.12 The applicant's planning statement advises that the density of the proposed development would be 315 habitable rooms per hectare. Accordingly, the proposed density sits above that of the expected density range of the London Plan. However, due to the provision of family homes, the town location of the site and the proximity to local services this is considered acceptable.

Housing Type

- 6.4.13 Paragraph 50 of the NPPF states that local planning authorities should plan for a mix of housing, based on demographic and market trends, and the needs of different groups, and that they should identify the size, type, tenure and range of housing that is required in particular locations. This approach is reflected by Policy 3.8 of the London Plan 'Housing Choice' and Policy DM24 of the DMP 'Housing Mix'.
- 6.4.14 The proposed development would provide a total of 2 affordable rented (London affordable rent and intermediate) dwellings and 18 market sale dwellings. Given the highly sustainable location of the site, the close proximity to Pinner District Centre and the proposal for family size of the residential units, the proposal for private rented accommodation is supported.

Dwelling mix

- 6.4.15 The Council has not prescribed a housing mix for market housing in the Local Plan, preferring instead to advocate flexibility to respond to circumstances including the location and nature of proposed developments. The applicant's Planning Statement includes details of the proposed market dwelling mix, which are as follows:

Table 1: Dwelling Mix

Type	Number
3 Bedroom	14 (70%)
4 Bedroom	6 (30%)
Totals	20 (100%)

6.4.16 The absence of lower occupancy dwellings is noted. However, given the accessible location of the proposal and the prevailing character of the area being single family dwellinghouses, a substantial proportion of three and four bedroom dwellings are accepted. Such homes would be suitable as family sized dwellings.

6.5 Residential Amenity

Residential Quality of the Proposed Development

6.5.1 London Plan Policy 3.5 Quality of Design and Housing Developments sets out several criteria for achieving good quality residential development. The policy aims to ensure that developments enhance the quality of local places and create homes that reflect the minimum space standards and are fit for purpose in other respects. The policy also provides a commitment that the Mayor will issue guidance on implementation of the policy, and this commitment is fulfilled by the publication of the Mayor's Housing SPG (2012).

Space Standards, Storage and Flexibility of Layouts

6.5.2 As demonstrated within the applicants schedule of accommodation (Design & Access Statement, page 22), each of the proposed dwellings would meet the minimum floor space standards for their respective dwelling size and occupancy. All of the proposed dwellings would be capable of incorporating an element of storage in excess of the minimum standards within Table 3.3 of the London Plan. Notwithstanding this, it is considered necessary to secure this as a condition of any planning permission.

6.5.3 In terms of individual room size, the proposed single and double bedrooms would also meet the minimum GIA requirements.

6.5.4 In terms of the flexibility and adaptability of the proposed layouts, in accordance with the requirements of the Nationally Described Standards all of the proposed units would include a double bedroom, capable of providing either a double bed or two single beds.

6.5.5 Accordingly, the proposed dwellings would be of an acceptable size and layout, in accordance with the standard of accommodation required by the London Plan policies.

6.5.6 The SPG seeks a minimum floor to ceiling height between finished floor level and finished ceiling height in habitable rooms of 2.5 metres. Cross sections shown on the application drawings confirm that this would be achieved.

Outlook, Daylight & Privacy

- 6.5.8 The SPG seeks to avoid single aspect dwellings where; the dwelling is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. The definition of a dual aspect dwelling is one with openable windows on two external walls, which may be opposite (i.e. front and back) or around a corner (i.e. front and side) and the SPG calls for development to maximise the provision of dual aspect dwellings.
- 6.5.9 The only dwellings which would have a dual aspect layout would be units 1 and 20 which sit at the northern edge of each block of terraces. However, in terms of the remaining dwellings, these would either have east and west facing elevations, with the layout of the proposed units ensuring that all of the residential units are served by generously proportioned windows and glazed doors serving the outdoor amenity areas, the open plan nature of the ground floor of the units would allow light deep into all dwellings. In this respect, each dwelling would have views in two directions, opportunities for better daylight, more direct sunlight and cross ventilation.
- 6.5.10 The applicant has provided a Daylight / Sunlight Report which assesses the Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) for the proposed dwellings. This report concluded that most habitable rooms on all floors meet and in most cases exceed the BRE Guidance for daylight.
- 6.5.11 The above report recognises that unit 13 would have a slight shortfall in portable sunlight hours due to the close proximity of the western facing flank of no. 56a Bridge Street. However, this slight shortfall is deemed acceptable due to the open plan nature of the ground floor and the use of generous bi-folding doors on the eastern elevation.
- 6.5.12 In terms of outlook, the proposed terraced dwellings on the western side of the site would be satisfactory. Views from these properties would be towards the central mews or the rear gardens.
In relation to the eastern terrace properties, the western elevations would offer views towards the centre of the mews. It is recognised that units 11 through to 16 would face the flank wall of no. 56a Bridge Street at a distance of around 6.0m. However due to the open plan ground floor layouts offering dual outlook , and the fact that second storeys would offer views over no. 56a, it is considered that the outlook for these units would be satisfactory.
- 6.5.13 In terms of the relationship within the development, the windows facing the central mews area would have the greatest potential to result in mutual overlooking between the dwellinghouses. However, as the minimum distance between facing windows would be 9.0m and a maximum distance of 15.0m and also considering the elevations of the buildings do not sit directly parallel to each other, any overlooking would be minimal and would be at oblique angles.

Private Amenity Space

6.5.14 The proposal plans confirm that each dwelling would benefit from private amenity space in the form of a rear gardens and second floor terraced area. The proposed terraces meet the minimum floorspace and depths as required by the London Plan.

Communal Amenity Space and Outdoor Play Space

6.5.15 London Plan Policy 3.6 deals with the provision of children and young people's play and informal recreation facilities and required that children and young have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision.

6.5.16 The proposals incorporate a children's play space of 163sqm as part of the central mews area. The location and provision of play area is considered to be appropriate for the scale of the development. Whilst no play equipment or specific detail has been provided in terms of the use of this area, as the location and scale of the identified area is acceptable, it is considered that these details could be secured at a later date by way of a condition of approval.

Amenity of Neighbouring Occupiers

6.5.17 In terms of potential amenity impacts of the proposed development, the nearest properties to the site are as follows:

- The site is bounded to the north by the rear garden of 18 Waxwell Lane.
- The rear gardens of 32 through to 44 Love Lane adjoin the application site to the east.
- The site is bounded to the south by the church hall linked to St. Lukes Catholic Church.
- The eastern boundary partly adjoins the rear garden of Oddfellows Public House and the eastern flank wall of 56a Bridge Street.

Outlook

- 6.5.18 The proposed terraced dwellings would represent a distinctive new addition to the area. The proposed terraced dwellings would, be visible to residential occupiers of premises adjoining the application site. However, the impacts would be most pronounced for the residential occupiers of properties on Love Lane (to the east).
- 6.5.19 The height of the proposed terraced dwellings would be limited to the three storeys at a maximum height of approximately 9.7m. Proposed section drawings indicated that the proposed terraced dwellings would not be any higher than the existing dwellinghouses located to the east on Love Lane. Furthermore due to the generous separation distance of 38.0m it is considered that the introduction of terraced houses within the application site would not lead to unacceptable impacts in terms of outlook along the rear of properties on Love Lane.
- 6.5.20 Similarly, the closest residential properties to the west of the site are located at 4 to 14 Waxwell Lane. The rear gardens of these properties are separated by the rear garden of Oddfellows Public House. The back to back distances to this existing row of terraced properties would be approximately 37.0m. As such, would not result in undue impacts in terms of outlook.
- 6.5.21 No. 18 Waxwell Lane is the nearest residential property to the north of the application site. The northern flanks of the proposed terraces would be separated by a distance of 12.0m and 17.8m. Due to these distances and the orientation of no. 18b, it is considered that impacts in terms of outlook would be satisfactory.
- 6.5.22 Non-residential land uses adjoin the site to the south and south west of the site, the church hall and workshops at 56a Bridge Street respectively. Therefore there would be little impact in terms of outlook.

Overlooking & Privacy

- 6.5.23 As highlighted in the sections above there would be a generous back to back distance of 38.0m from the proposed western flanks of the proposed terraced properties to the eastern facing flanks of properties on Love Lane. As such, it is considered that impacts in terms of privacy and overlooking would not be unacceptable.
- 6.5.24 Similarly, the distances between the proposed dwellings to the west of the site and properties of Waxwell Lane would ensure that no undue harm would result in terms of overlooking and privacy. Furthermore, privacy impacts between these sites are buffered by the garden of the Oddfellows Public House.
- 6.5.25 It is noted that first floor flank windows are proposed for the northern flanks of units 1 & 20. However, due to the distances from the common boundary with 18 Waxwell Lane and the fact that the windows would serve a bathroom and a small secondary window serve a bedroom. Subject to a condition requiring these windows to be obscurely glazed, neighbouring amenities in terms of privacy would be maintained.

Daylight Sunlight

- 6.5.26 Due to the separation distances from neighbouring properties and the maximum height of the proposed buildings of 9.7m. It is considered that the proposed terraced dwellings would not result in any undue impacts in terms of loss of daylight or sunlight.
- 6.5.27 Overall, and noting the objections received, the proposed development would have an acceptable impact on the amenities of neighbouring occupiers, and would therefore accord with the aims and objectives of policies 7.4B and 7.6B of The London Plan (2016), Core Policy CS1B of the Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Plan (2013), and the adopted SPD: Residential Design Guide (2010).

6.6 Traffic, Parking and Servicing

Loss of Parking

- 6.6.1 It is noted that objections have been received in relation to the loss of the public car park and the impact of the proposed development on the surrounding highway network in terms of parking pressures. The proposal would result in the loss of a 111 space off-street public car park within Pinner District centre. In this regard, the Harrow Local Plan does not explicitly seek to prevent the loss of existing public car parking. Consequently, the main consideration is the impact of the loss of the car parking rather than the principle itself. Policy DM43 (Transport Assessments and Travel Plans) requires transport assessments to be prepared for major developments. Such assessments should quantify the impacts of the proposal upon public transport and the highway network, which in this case includes the potential displacement of cars that currently use the car parking spaces proposed to be re-developed.
- 6.6.2 As previously discussed within section 6.2 of this report, the car park was previously surveyed in 2016 and 2017 to support the Transport Statement submitted with this application. The findings of this survey demonstrate that Waxwell Lane car park at no point reached full capacity and that the 111 spaces could be accommodated within the existing car parks within Pinner town centre. An on street parking beat survey was also carried out on the surrounding streets (Waxwell Lane, Love Lane, Elm Park Road and Bridge Street). This survey which was carried out over a weekday and weekend show that on-street parking did not reach full capacity at any given time.
- 6.6.3 In light of the above, the proposal is considered to satisfy the intent of Policy DM43. In addition to this, the Council's Highways Officer has not objected to the loss of the parking area.

- 6.6.4 Notwithstanding this, it is noted that concerns have been raised from the surrounding residents regarding the impacts associated with the loss of the parking area. Specifically, surrounding residents have indicated that the loss of the parking area would place additional strain on the street parking, which the residents consider to already be at capacity. Further concerns were raised in regards to the additional strain on parking from the future residents of the development and their visitors. Whilst these concerns are acknowledged, the parking surveys aforementioned indicate that the car parking area was rarely at full capacity. In this respect, the loss of the parking should not place significant strain on the street parking at the required times of use by surrounding residents. Shoppers and visitors to the area would be able to park in other public and private car parks in Pinner District Centre.
- 6.6.5 In addition to this, it is noted that objections outline that the loss of Waxwell Lane Car Park would unduly impact the vitality of Pinner Town Centre. However, as previously highlighted the parking surveys undertaken demonstrate that there is sufficient capacity within the other town centre car parks to accommodate visitors and therefore not lead to a decrease in potential shoppers. Furthermore, the proposed development would introduce family homes within the town centre boundary, as such it is considered that there would be a potential increase in footfall as future occupiers would potentially use the local shops and services.
- 6.6.6 In terms of business permit bays, a separate survey was undertaken to consider the loss of the 49 designated business permit bays. This survey also took into account the usage of business permit bays in Chapel Lane car park. The surveys indicate that at no time were the permit bays in Waxwell Lane or Chapel Lane at full capacity. The survey concludes the business permit bays in Waxwell Lane are under-utilised and that the current demand for permits could be accommodated within Chapel Lane.

Sustainable Travel and Parking Provision

- 6.6.7 A number of objections state that the provision of 20 car parking spaces for the proposed residential development would not be sufficient. The location of the proposed development is considered to be in a sustainable town centre location close to transport nodes and services. Policy 6.1 of the London Plan sets out strategic aims in encouraging modes of transport that reduce the need to travel by car and support measures that encourage shifts to more sustainable modes and appropriate demand management.
- 6.6.8 Policy 6.9 of the London Plan the development is required to provide 40 cycle spaces for the proposed development and these have been provided at the rear of each property and would align with the aims of London Plan policy 6.1

- 6.6.9 The proposed development would provide for 20 parking spaces, 2 of which would be wheelchair accessible bays, located to the north of the site. The Council's Highways Officer has noted that the proposed residential units would be family homes meaning that car ownership would be more likely. However, the proposed 1:1 parking ratio is lower than the maximum allowed by the London Plan 2016 standards but due to the town centre location, there is less need to rely on a private car. The submitted Transport Assessment compares the proposed parking levels with the average car ownership based on Census data which shows that the ideal level of parking would be 26 spaces. It is considered that a small amount of overspill can be accommodated on street without having a significant impact (outside of CPZ hours) but the intended type of development and its town centre location should ensure that the proposed level of parking is adequate.
- 6.6.10 Notwithstanding this, in order to support the proposed development, the applicant has offered to apply a parking permit restriction which will prevent residents of the development from being able to obtain permits to park on-street during the operational hours of the surrounding CPZ. Council's Highways officer considers this to be acceptable.

Access and Highways

- 6.6.11 The existing vehicular access to the car park between 14 and 18 Waxwell Lane would be retained as means of access to the proposed development. The Council's Highways officer has not objected to this element. Vehicular movements in this area would be expected to be less due to the closure of the car park and therefore the relatively low vehicular movements associated with the proposed development is not expected to have a material impact on the surrounding highway network.

Delivery and Servicing

- 6.6.12 It is proposed that a dedicated refuse storage area is located towards the north of the site adjacent to the car parking area for the proposed development. The refuse store is accessible externally by residents. Furthermore the proposed refuse store has been designed in accordance with advice given by the Council's Waste Department. In accordance with Harrow Council's 'Code of Practice for the Storage and collection of Refuse and Materials for recycling in domestic properties'. This document was also consulted to determine the amount of space needed for the refuse capacity. Due to this, the size and location of the proposed refuse storage reflects the capacity required for this development and complies with Policy DM45 of the Development Management Plan policies.
- 6.6.13 Refuse collection and servicing of the development will be via the existing vehicular access off Waxwell Lane. The applicant has provided swept path diagrams to demonstrate the appropriate turning circles for both refuse collection and emergency vehicle access. In this regard it is considered that the proposed refuse strategy and servicing would be satisfactory.

External Lighting

6.6.14 The existing car park has a number a lighting columns within the centre and along the perimeter of the site. However, these would need to be removed as part of the proposed development. External lighting for the proposed development has not been explored in depth. However officers consider that this can be addressed by a condition, for further details to be submitted and approved in writing by the Council.

6.7 Impact on the Conservation Area and Heritage Assets

6.7.1 Part of the application site is located within the Waxwell Lane Conservation Area, specifically, the car park access located between 14 and 18 Waxwell Lane. DM7 of the Harrow DMP states that in respects of proposed developments the Council will seek to preserve or enhance the character or appearance of conservation areas.

6.7.2 The character of the Waxwell Lane Conservation Area is that of high quality architecture which is softened by the greenery of front gardens, boundary treatments and grass verges. The Council's Conservation Officer notes that main assets of the surrounding conservation area are the quality of architecture, the medium densities of development, the community and recreational uses towards Bridge Street and the greenery throughout the area that softens the streetscene.

6.7.3 In terms of the access road leading to the proposed development this would remain largely unaltered except for the re-configuration of the car parking and landscaped areas. The Council's Conservation Officer has noted that the partial loss of some of the greenery adjacent to no. 18 Waxwell Lane has the potential to impact on the surrounding conservation area. However, there would be additional proposed landscaping on the south side of the access road. Furthermore, the landscaping plans include the retention of the protected hornbeams to the south and the planting of additional trees to the north of the access. Therefore it is considered that the proposed soft landscaping would maintain the character of the conservation area. The proposed landscaping for the scheme is explored further in section 6.8 below.

6.7.4 In relation to the proposed terraces, the Council's Conservation officer notes that these would largely screened from Waxwell Lane by the existing surrounding developments. As such, the proposed housing would have minimal impact on the Waxwell lane Conservation Area, as long as materials and details were conditioned to be traditional and high quality the buildings themselves would preserve the character and appearance of the conservation area.

Setting of Listed Building

- 6.7.5 The southern boundary of the application site adjoins the curtilage of St. Lukes' Catholic Church. The church is a Grade II Listed building and therefore it is imperative that the proposed developments maintain the setting of this heritage asset.
Due to the 20.0m distance of the proposed development from St Luke's Church it is considered that the setting of the Grade II Listed building would be maintained.

Archaeology

- 6.7.6 The application site is located within an Archaeological Priority Area. As such it is important that development proposals do not impinge on areas where there are known sites of archaeological importance. The applicant has submitted a desk top analysis regarding the archaeological significance of the site which has been reviewed by Historic England. It is noted that the submitted Historic Environment Assessment (MOLA, November 2017) concludes that the site probably lay on the edge of the medieval settlement of Pinner. There is therefore a potential for medieval and later archaeological remains associated with the settlement to lie within the site.
- 6.7.7 Historic England have not raised any objections to the submitted details. However, it has been suggested that a condition is attached to the permission which would safeguard any items of archaeological importance which may be uncovered as part of the proposed development. Subject to this condition it is considered that the proposal would comply with DM7 of the Harrow DMP.
- 6.7.8 In conclusion, it is considered that the proposed development would have a satisfactory impact on surrounding heritage assets including the Waxwell Lane Conservation Area, the setting of a Grade II Listed building and local archaeology in accordance with DM7 of the Harrow DMP.

6.8 Design Quality, Appearance and Layout

Surrounding Area

- 6.8.1 The application site is located in a suburban area, immediately adjacent to the Pinner District Centre. Whilst Waxwell Lane & Love Lane are predominantly characterised by residential development, the surrounding area to the south east of the site on Bridge Street and Elm Park Road has a variety of building styles of varying heights and sizes, and a variety of land uses. As such, the character of the wider surrounding area is mixed.
- 6.8.2 The area directly surrounding the application site on the eastern side of Love Lane, include the properties characterised by early Metroland residential development, constructed prior to the second world war. The majority of the buildings are two storey, constructed of redbrick with features such as bay windows and forward projecting gables. To the west and north of the site is Waxwell Lane which is characterised by small early Victorian cottages, some late Victorian/Edwardian villas with some mid-20th century bungalows.

6.8.3 To the south of the site, lies Bridge Street, the main thoroughfare through Pinner District Centre where the townscape is of a larger grain. Land uses are predominately commercial with some residential above. The architecture is mainly 1930's and three storeys in height.

Proposed Development:

6.8.4 The proposed architectural design has evolved during intensive discussion with the applicant during the pre-application proposal. The applicant's design team attended 5 pre-application meetings with the LPA and also presented the design at a Design Review Panel in October 2017.

Siting, Height and Massing of the Proposed Buildings

6.8.5 The final design, scale and layout of the building has been informed by the character of the surrounding area and the comments received during pre-application consultation. As previously discussed, the building comprises two sets of ten terraced dwellinghouses with associated rear amenity spaces. The building would be three storeys in height. With the site coverage of the proposed buildings being 32%, it is therefore considered that the proposed development would not amount to an overdevelopment of the site.

6.8.6 It is acknowledged that various concerns have been received from surrounding residents regarding the overall massing and height of the proposal. These concerns consider that the scale of the proposal is not in keeping with the character of the surrounding residential development in Pinner.

6.8.7 The two proposed rows of ten terraced dwellings would be part two/part three story at a maximum height of 9.7m. It is considered that the scale of the proposed terraces would be appropriate for the surrounding area. Proposed section drawings indicate that the height of the proposed dwellings would not be visually overbearing or dominate within the area and would reflect the scale of properties on both Bridge Street and Love Lane. Furthermore, the proposed dwellings would be at a sufficient separation distances from neighbouring properties.

6.8.8 Overall, the sculpted massing of the two sets of terraced dwellings, variation in height and careful consideration of the distribution of massing is considered to result in a development which appropriately responds to both the low-density residential development within Pinner and the Pinner District Centre development to the south-east of the site.

Standard of Architectural Design

6.8.9 The proposal incorporates a simple design which echoes some of the forms and features of the local vernacular (i.e. the terraces of houses on Waxwell Lane). The Council's Urban Design officer has reviewed the proposal and notes that height and massing of the proposed development is well judged, relating to the cottages on Waxwell Lane, and limiting impact on surrounding neighbours.

Furthermore, the architecture of the houses is simple but high quality, with carefully composed elevations with generous and simply arranged openings. The internal layouts have also been well planned, with thought given to the needs of the residents and relationship of spaces to private and communal amenity space.

- 6.8.10 The Council's urban design officer has confirmed that the proposed palette of materials would sit comfortably within the surrounding development. It is noted that the proposed development would largely consist of brick and would feature windows and front entrance with acceptably deep reveals. Notwithstanding this, a condition of approval will require the submission and approval of proposed materials for the proposed dwellinghouses..

Site Layout and Landscaping

- 6.8.11 As highlighted previously the proposed terraced dwellings would be arranged around a central mews area which would feature a mixture of hard and soft landscaping. The north of the site would be dedicated for the car parking and servicing of the proposed development, whilst the majority of the areas close to the common boundaries would become soft landscaped for the purposes of private amenity spaces.
- 6.8.12 A landscaping masterplan has been provided with application. This includes a mixture of soft landscaping and hard landscaping for the proposed parking areas and central mews area, including the children's play area. The masterplan would also seek to retain a number of trees on the site boundaries and include soft landscaping in rear amenity spaces and defensible space for the proposed dwellinghouses.
- 6.8.13 Both the Council's Urban Design Officer and Landscaping architect have no objections to the principles of the landscaping scheme. However, it has been suggested that some amendments are carried out to enhance part of the landscaping adjacent to the proposed car park. Other suggestions include the replacement of a small number of existing trees in order to enhance the amenity spaces of the rear gardens. As such a condition has been attached requiring amendments to the current landscaping masterplan. In addition to this a condition requiring detailing of the on-going maintenance of the shared spaces would be deemed necessary.

Conclusion

- 6.8.14 The height and massing is carefully judged for the context and is modulated to complement the surrounding area. The architectural quality and public realm / landscape strategy has been well considered and provides confidence that the scheme would be delivered to a high standard. Overall, the proposal is considered to represent high quality design that complies with policies 7.4.B and 7.6.B of the London Plan, policy CS1.B of the CS and policy DM1 DM3 and DM22 of the DMP.

6.9 Lifetime Neighbourhoods

Location & Accessibility of Residential Development

- 6.9.1 Occupiers of the proposed dwellinghouses would enjoy good access to the services and facilities available within Pinner District centre, and those elsewhere via public transport routes serving nearby Pinner Station and bus stops. Whilst it is noted that a number of concerns have been raised in regards to the ability of the surrounding services to accommodate the future occupiers, it is noted that the wider area includes a number of places of worship, schools and health care facilities. As the proposal would introduce a maximum of 125 additional residents, the development would not place a significant strain on established facilities.
- 6.9.2 The submitted application documents demonstrates that 90% of the proposed dwellings as part M4(2) and 10% of the units as part M4(3). The schedule of accommodation indicates 1 x 3bed 6person dwelling and 1 x 4bed 7person dwellings would be wheelchair user dwellings. The 10% figure is noted, and considered reasonable given the overall quality of the units. A condition is recommended requiring the internal layout of the buildings and its external spaces to meet these standards. Subject to this condition, officers consider that the proposed development would comply with the policies outlined above.
- 6.9.3 Two 'blue badge' car parking spaces for disabled users would be provided within parking area. Levelled access from the parking at the north of the site would be provided. The Council's Highway officer has requested that these spaces should be to the south nearest to the proposed properties. As such, a condition of approval will require further detail in this respect.

Secured by Design

- 6.9.4 Policy 7.3 of The London Plan (2016) and core policy CS1 E of the Harrow Core Strategy 2012 seek to ensure that developments should address security issues and provide safe and secure environments.
- 6.9.5 The application is accompanied by a Secured By Design Statement (section 2.18 of the Design and Access Statement) and it is noted that the applicant has reviewed their proposal with the Design Out Crime Officer. Whilst the Designing out Crime officer has not raised any objections to the proposal, recommendations have been provided relating to the types of windows and doors, the mail delivery system and the location of utility meters, communal areas and bin and cycle stores. It is noted that the proposed development is capable of complying with these recommendations, but that some further detail is required from the application. A suitable condition is therefore recommended as set out at the end of this report to ensure that the development will achieve Secured by Design (SBD) certification prior to occupation.

- 6.9.6 Notwithstanding the above, the proposed residential development has been laid out to encourage natural surveillance. It would also include the closing off the existing pedestrian access to the south to enable the creation of a cul-de-sac with one access point.
- 6.9.7 It is noted that the proposal would not seek to control access to the site by security gates. Whilst the absence of any clear boundary would result in a fluid relationship between the semi-private nature of the site and the public highway of Waxwell Lane, it is noted that this complies with policy DM2.A.d, which seeks to resist gated developments.
- 6.9.9 As a whole, it is considered that the proposal would accord with the principles of Lifetime Neighbourhoods and in this regard is considered to be acceptable.

6.10 Trees and Ecology

- 6.10.1 London Plan Policy 7.19 Biodiversity and Access to Nature echoes the need for development proposals to make a positive contribution to biodiversity, to protect statutory sites, species and habitats, and to help achieve Biodiversity Action Plan targets.
- 6.10.2 The proposal would result in the loss of some existing trees, located within the centre of the existing car park, and also the removal of low level laurel shrubs along the northern and eastern boundary. A tree report has accompanied the planning application. It is noted that the existing trees are not protected by a Tree Preservation Order and are of little ecological value. Whilst the loss of this tree is regrettable, it is considered that there is scope to plant new trees as part of the overall landscaping scheme that is required to come forward by planning. Accordingly, the proposal complies with policy DM22, relating to hard and soft landscaping.
- 6.10.3 The existing site, by reason of its current use offers very little in terms of ecology or bio-diversity. It is also noted that the site is not in close proximity to a site of importance to nature conservation. Notwithstanding the above there is scope to enhance the bio-diversity on site in line with policy DM21 of the Harrow DMP. It is noted that the landscaping masterplan would introduce enhancements in terms of planting and soft landscaping. However, a condition has been attached to incorporating roosting opportunities for birds and bats.

6.11 Climate Change and Environmental

Development and Flood Risk

- 6.11.1 The application site is not located within a critical drainage area or flood zone. As such, a Flood Risk Assessment has not been provided with the application. Notwithstanding this, the Council's Drainage Department has reviewed the proposal and requested that standard conditions are attached, requiring details of disposal of foul and surface water and the surface water attenuation.

Air Quality

- 6.11.2 The whole of the Borough has been designated as an Air Quality Management Area (AQMA), due to exceedances of the annual mean objective levels for nitrogen oxide (NO₂) and particulates (PM₁₀).
- 6.11.3 An Air Quality assessment has been provided as part of the applicant's submission. The assessment considers the air quality implications of the proposal during the demolition and construction phase and following the completion of the development. The assessment concludes that all the residential dwellings would meet the current air quality objectives. The emissions from both transport and building uses will meet corresponding benchmarks and therefore, no mitigation measures are required. Whilst an assessment of the construction phase also indicates that there would be negligible to low impacts, this will be subject to the submission of a Construction Method Statement which is secured by planning condition.

Noise & Vibrations

- 6.11.4 London Plan Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes sets out criteria by which development proposals should manage noise. In addition to this, Local Plan Policy DM 1 requires a high standard of amenity taking into account, inter alia, noise, hours of operation, and vibration.
- 6.11.5 The Council's Environmental Health officer has reviewed the application and has stated that there would be no objection in principle to the development of residential accommodation on the car park. It is noted that the application site is largely bound by residential uses. However, commercial land uses exist to the south west on Bridge Street, some of which have the potential to be noise sensitive. The Council's Environmental Health officer has recommended a condition requiring a noise survey to be conducted before commencement, together with the implementation of any recommendations as a result of such surveys.

Contaminated Land

- 6.11.6 The application site has been used as a car park since the late 1960's. Based on the supporting information provided by the applicant and the review by the Council's Environmental Health Officer it is recommended that the standard contaminated land conditions should be applied to this permission.

Carbon Dioxide Emissions Reductions

- 6.11.7 Under the London Plan (Policy 5.2), new residential development is expected to be zero carbon. At least a 35% reduction in carbon emissions (relative Part L Building Regulations 2013) is required to be achieved on site (the London Plan still refers to the 2010 Building Regulations, with an equivalent target of 40% reductions in carbon emissions). The balance emissions to achieve zero carbon are required to be offset through a monetary contribution to be used on carbon reduction measures within the borough. The Council applies the offset rate of £60 / tonne over 30 years (i.e. £1,800 per tonne) adopted in the London Plan.
- 6.11.8 The energy strategy submitted with the application follows the energy hierarchy (Be Lean – energy efficiency, Be Clean – low carbon energy, and Be Green – renewable energy) and the relevant GLA guidance.
- 6.11.9 The strategy indicates that a 35% reduction in carbon emissions will be achieved through energy efficiency measures (Be Lean - the first element of the energy hierarchy) for the proposed residential development and this is welcomed.
- 6.11.10 In terms of the second element of the energy hierarchy (Be Clean), there is no existing district energy network within the area. In 2016 the Council completed an Energy Masterplan (EMP) that considered the technical and economic feasibility of a district energy network (DEN) serving Wealdstone / Kodak, and Harrow Metropolitan Centre / Northwick Park Hospital / University of Westminster campus, as well as the Council's Grange Farm regeneration project in South Harrow. The EMP however found that the connection to Grange Farm is not financially feasible, but two clusters (Wealdstone / Kodak, and Harrow Metropolitan Centre / Northwick Park Hospital / University of Westminster campus) were technically and financially feasible and the Council is progressing these clusters to more detailed financial feasibility. Consequently, whilst there are currently no district energy networks available within the Pinner area.
- 6.11.11 In terms of the third element of the energy hierarchy, namely renewable energy (Be Green), the applicant solar PV panels, which will produce 3.58kW peak of electricity and equate to approximately 160 sqm of photovoltaic panels. The strategy indicates that there is sufficient space on the roof of the southern part of the development. These solar PV panels will reduce carbon emissions by a further 13.20% for the scheme.
- 6.11.12 As a result of the above measures, overall carbon emissions from the residential development are reduced from the Part L Building Regulations baseline of 39.12 tonnes / annum down to 25.88 tonnes / annum. The proposed reductions equate to a 35% reduction on-site, which meets the London Plan's minimum of 35% reductions being achieved on-site. It is considered that there are no realistic further measures that could be undertaken to reduce emissions further on-site.
- 6.11.13 Compliance with the energy strategy and carbon emissions reductions / measures contained within should be secured by way of condition on any planning permission.

6.11.14 The remaining carbon emissions from the residential element that cannot be reduced on site (25.88 tonnes / annum) need to be off-set by way of monetary contribution in order to achieve zero carbon. The required offset contribution is £46,584.00 (i.e. 25.88 tonnes / year x £60 / year x 30 years); this figure is reflected in the revised energy strategy. This amount would be secured internally within the Council. However should the site be sold, this contribution will be secured within the shadow 106 agreement.

Sustainability

6.11.15 The applicant has submitted a Sustainability Statement. The site is considered to be in a very sustainable location, close to public transport and the services / facilities within Harrow Metropolitan Centre. The sustainable design and construction principles outlined in the statement (water efficiency, materials, waste, nature conservation / biodiversity), climate change adaptation and pollution all appear reasonable.

6.11.16 A condition should be imposed requiring the submission of a water strategy demonstrating that the mains water consumption of the proposed development will not exceed 105 litres per person per day (excluding an allowance of 5 litres or less per person per day for external water consumption).

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 The proposed development of the site would provide new housing, including affordable housing to contribute towards the Council's housing targets set out in the Development Plan. The height and massing of the building has been carefully judged for the context and is modulated to negotiate the current disparate relationship between the two storey residential terraces and the taller development within the town centre. Overall, the building would provide a high quality of design and materiality within the surrounding context, whilst providing good quality living conditions for all future occupiers of the development. The layout and orientation of the buildings to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers. Mitigation measures would ensure that the safety and convenience of the road network of Harrow would be maintained, whilst encouraging a modal shift towards more sustainable modes of travel.

7.1.1 The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

APPENDIX 1: Conditions and Informatives

Conditions

1. **Timing***

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. **Approved Drawing and Documents ***

The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawings: 00-00 Rev P1; 00-01 Rev P1; 03-10 Rev P1; 10-01 Rev P1; 10-02 Rev P1; 10-03 Rev P1; 10-04 Rev P1; 10-10 Rev P1; 10-11 Rev P1; 10-12 Rev P1; 20-10 Rev P1; 20-11 Rev P1; 20-12 Rev P1; 20-13 Rev P1; 20-14 Rev P1; 20-15 Rev P1; 20-16 Rev P1; 20-17 Rev P1; 30-10 Rev P1

Supporting Documents: Design & Access Statement dated 07/12/2017; Planning Statement dated 15th December 2017; Waxwell Lane Car Park Historic Environmental Assessment dated November 2017; Air Impact Assessment (ref: 775859-MLM-ZZ-XX-RP-J-0001); Acoustic Design Report; Waxwell Lane Utility Statement; Arboricultural Impact Assessment & Method Statement dated November 2017; Daylight and Sunlight Statement (Revision 3.0 – 06/12/2017); Transport Statement dated December 2017; Energy and Sustainability Statement Revision 3.2 dated 07/12/2017; Phase II Geotechnical & Geo-Environmental Investigation Ref: LS 3147 dated 30th November 2017; Waxwell Lane Development – Financial Viability Assessment Dated December 2017.

REASON: For the avoidance of doubt and in the interests of proper planning.

3. **Quantum of Wheelchair Homes****

Unit 1 of the Discounted Market Rent Units shall be constructed and completed to Building Regulation standard M4(3)(2)(b) of the Building Regulations 2010 (as amended).

REASON: To ensure the development provides accessible homes for all users.

4. Part M dwellings*

Units 1 and 7 shall be built in accordance with Building Regulation standard M4 (3) 'Wheelchair User Dwellings'. All other residential units in this development, as detailed in the submitted and approved drawings, shall be built to Building Regulation Standard M4 (2) 'Accessible and adaptable dwellings'. The development shall be thereafter retained to those standards.

REASON: To ensure provision of 'Wheelchair and Accessible and adaptable' housing.

5. Refuse Collection*

The refuse bins shall be stored at all times in the designated refuse storage area, as shown on the approved drawing plans.

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area.

6. Storage *

The residential premises hereby approved shall each be provided with a storage space in accordance with the Mayor of London's Housing SPG (2016) unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of residential quality for future occupiers of the development.

7. Construction Method Statement and Logistics Plan*

No development shall take place until a Construction Method Statement & Logistics Plan has been submitted to, and approved in writing by, the local planning authority. The Method Statement shall provide for:

- detailed timeline for the phases and implementation of the development
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- measures to control the emission of dust and dirt during construction; and
- scheme for recycling/disposing of waste resulting from demolition and construction works.

The development shall be carried out in accordance with the approved Method Statement & Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure that measures are put in place to manage and reduce noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers and to ensure that the transport network impact of demolition and construction work associated with the development is managed and that measures are agreed and in place to manage and reduce dust, noise and vibration during the demolition and construction phases of the development and manage transport impacts during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition

8. Levels*:

No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the level of the site, has first been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement, , this condition is a PRE-COMMENCEMENT condition

9. Surface Water Drainage and Attenuation*:

No development shall take place until details of works for the disposal of surface water, including surface water attenuation and storage, has first been submitted to the Local Planning Authority in writing to be agreed. The submitted details shall include measures to prevent water pollution and details of SuDS and their management and maintenance. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited, this is a PRE-COMMENCEMENT CONDITION

10. Foul Water Drainage*:

No development shall take place, until a foul water drainage strategy, detailing any on and / or off site works that may be needed to dispose of foul water from the development and to safeguard the development from foul water flooding, has first been submitted to the Local Planning Authority in writing to be agreed. The development shall not be occupied until the agreed drainage strategy has been implemented.

REASON: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, this is a PRE-COMMENCEMENT CONDITION

11. Materials*

Notwithstanding the details shown on the approved drawings, the development hereby approved shall not progress beyond 150mm above ground level until sample panels of the following materials are provided on site and agreed in writing by the local planning authority:

- a) All facing materials for the building, including brickwork,
- b) spandrel detail, coping.
- c) windows/ doors
- d) Balcony screening
- e) boundary fencing including all pedestrian/ access gates
- f) waste storage

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To safeguard the appearance of the locality and to ensure a satisfactory form of development, this is a PRE-COMMENCEMENT CONDITION

12. Landscape Strategy*

Notwithstanding the approved plans, the development hereby approved shall not progress beyond 150mm above ground level until a revised scheme for the hard and soft landscaping of the development, to include details of the planting, hard surfacing materials, final scheme of retained trees, external seating and play equipment, has been submitted to, and agreed in writing by, the local planning authority. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. The hard surfacing details shall include samples to show the texture and colour of the materials to be used and information about their sourcing/manufacturer. The scheme shall also include details of the following: Tree planting and fixing details and details of minor artefacts and structures (such as furniture, lighting and play equipment)

The development shall be carried out in accordance with the scheme so agreed and shall be retained as such thereafter.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm and to ensure a high standard of design, layout and amenity.

13. Landscape Implementation*:

All hard landscaping shall be carried out prior to the occupation of any part of the development or in accordance with a programme that has been submitted to the Local Planning Authority in writing to be agreed. All soft landscaping works including planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out no later than the first planting and seeding season following the final occupation of the residential parts of the buildings, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged, diseased or defective, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development.

14. Landscaping Management Plan*:

The development hereby approved shall not be occupied until a scheme for the on-going management, management programme of works and maintenance of all the hard and soft landscaping within the development, to include a Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The Landscape Management Plan shall be carried out in a timely manner as approved.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity.

15. Archaeology*

Notwithstanding the approved plans no demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- (i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- (ii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To ensure that any artefacts of archaeological interests on the site are not prejudiced by the proposed development. Details are required PRIOR TO COMMENCEMENT OF DEVELOPMENT to ensure a satisfactory form of development and as enforcement action after time may be unfeasible, this is a PRE-COMMENCEMENT CONDITION

16. Trees *

The development hereby permitted, in so far it relates to measures to protect trees shown to be retained on the Landscaping Strategy required by condition 12 during construction shall be undertaken in accordance with the recommendations of the Arboricultural Impact Assessment & Method Statement dated November 2017. This will include that arboricultural supervision is undertaken throughout the project and the development shall be carried out in accordance with the recommendations of the Arboricultural Survey. The tree protection measures shall be erected before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

REASON:_The existing trees represent an important amenity feature which the local planning authority considers should be protected.

17. Noise mitigation *

The development hereby approved shall not progress beyond 150mm above ground level until a noise report identifying those residential premises within the development that require mitigation of external noise levels and detailing the mitigation required to achieve satisfactory noise levels within those premises (and to their private balcony areas, where relevant) has first been submitted to the Local Planning Authority in writing to be agreed. The report shall also detail the arrangements for ventilating the residential premises so identified. The development shall be carried out in accordance with the report so agreed, and shall be retained as such thereafter.

Reason: To ensure that potential adverse noise impacts to residential premises within the development are mitigated in accordance.

18. External Lighting Strategy*

No development shall take place until details of the lighting (full specification, light spill, elevations and location) of all public realm and other external areas (including buildings) within the site has been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter. This is a PRE-COMMENCEMENT CONDITION

REASON: To ensure that the development incorporates lighting that contributes to Secured by Design principles and achieves a high standard of residential quality.

19. CPZ restrictions**

No residential occupation of the development hereby permitted shall occur until arrangements, to be submitted to the local planning authority (Transportation Department) for approval in writing, are put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within the Controlled Parking Zone. These arrangements to include:

Details of the residential tenancy management programme which includes information informing residents they are not eligible for a resident's parking permit

REASON: To encourage sustainable modes of travel and ensure the surrounding road network does not experience undue levels of parking stress.

20. Biodiversity*:

Prior to first occupation of the development hereby approved, details of bat and nest boxes to be provided within the site shall be submitted to, and approved in writing by the Local Planning Authority. The bat roosts and nest boxes shall be installed in accordance with the approved details, and shall be retained as such thereafter.

REASON: To ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity.

21. Parking Management Plan*

No residential occupation of the development hereby permitted shall occur until a Parking Management Plan has first been submitted to the Local Planning Authority in writing to be agreed. The plan shall: identify the electric vehicle charging point spaces that are to be provided within the car park as 'active' spaces and those as 'passive' spaces; detail the allocation of a disabled person's parking spaces within the car park to each wheelchair home within the development; detail the allocation of general parking spaces within the development; detail the management of general vehicle access across the site. The development shall be carried out in accordance with the plan so agreed and shall be retained as such thereafter.

REASON: To ensure that the development provides sufficient electric vehicle charging points and adequate, secure and (where appropriate) weather protected cycle parking.

22. Land Contamination*

Notwithstanding the details provided in the Phase II Geotechnical & Geo-Environmental Investigation Ref: LS 3147 dated 30th November 2017), no demolition shall take place until a scheme ('the first scheme') for identifying, managing and disposing of any potential contamination hazards found during demolition of the existing structures on the site has first been submitted to, and agreed in writing by, the local planning authority. No development other than demolition shall take place until a scheme ('the second scheme') for the management of contamination risk at the site has first been submitted to, and agreed in writing by, the local planning authority. The second scheme shall include the following:

- a) details of a site investigation to provide information for a detailed assessment of the risks to all receptors that may be affected, including those off site;
- b) the results of the site investigation and an options appraisal and remediation strategy giving full details of remediation measures and how they are to be undertaken; and
- c) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant leakages, maintenance and arrangements for contingency action.

The demolition shall be carried out in accordance with the first scheme so agreed. The development other than demolition shall be carried out.

No development shall commence on site until details of the scheme of remedial action is submitted to the Council, for approval in writing, and completed on site as approved.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite, this is a PRE-COMMENCEMENT CONDITION

23 Secure by Design*:

Evidence of certification of Secure by Design Accreditation for the development shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied or used.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime.

24 Water Strategy*

No residential occupation of the development hereby permitted shall occur until a Water Strategy, demonstrating that the mains water consumption of the proposed development will not exceed 105 litres per person per day (excluding an allowance of 5 litres or less per person per day for external water consumption), has first been submitted to the Local Planning Authority in writing to be agreed. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the proposed development has an acceptable impact on water network.

25. Restrict Permitted Development Rights*

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification), no development which would otherwise fall within Classes A, B, C, D, E and F in Part 1 of Schedule 2 to that Order shall be carried out in relation to the dwellinghouses hereby permitted without the prior written permission of the local planning authority.

REASON: To safeguard the character of the area by restricting the amount of site coverage and size of dwelling in relation to the size of the plot and availability of amenity space and to safeguard the amenity of neighbouring residents'

26 Carbon Off-Set Financial Contribution**

Notwithstanding the details contained within the Energy & Sustainability assessment, a carbon-offset contribution of £46,584.00 shall be paid to the relevant department of the Council prior to the commencement of the development. Should the final energy calculations submitted to the Council demonstrate that the carbon emissions from the residential element of the scheme exceeds 25.88 tonnes per annum, an additional carbon-offset contribution shall be paid to the Council at a rate of £1,800 per tonne of carbon in excess of 25.88 tonnes emitted from the scheme.

Reason: To ensure compliance with Policy 5.2 of the London Plan (2016) in terms of minimising carbon dioxide emissions.

27. Glazing – Obscured*

The windows in the first floor north flank elevations of the proposed units 1 and 20 shall: (a) be of purpose made obscure glass, (b) be permanently fixed closed below a height of 1.7m above finished floor level, and shall thereafter be retained in that form.

REASON: To safeguard the amenity of neighbouring residents in accordance with policy DM1 of the Development Management Policies Local Plan 2013.

28. Financial Viability Review Mechanism**

No development shall commence at the site before an Affordable Housing Scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The Affordable Housing Scheme shall include:

1. The location of four affordable homes at the site (two for affordable rent and two in an intermediate tenure); and
2. Details of a Financial Viability Review Mechanism (FVRM). The FVRM shall set out the process whereby a fully open book approach to all development costs and values respectively incurred and received (or projected to be incurred or received) by the developer will be adopted in order to determine whether a financial contribution towards off-site affordable housing provision should and can be made and if a contribution should and can be made, what that contribution should be; and
3. Details of how any financial contribution identified as being required through the FVRM will be provided by way of a commuted sum to provide affordable housing off-site.

The development shall be carried out in accordance with the approved Affordable Housing Scheme, and any financial contribution identified as being required as a result of the FVRM shall be paid in accordance with the FVRM, unless otherwise agreed in writing by the Local Planning Authority.

29 Legal Agreement Required*

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement, no works (or no further works if development has commenced) shall be commenced on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with ** in the planning permission granted on 21/03/17 (Harrow Reference P/5680/17) and those obligations shall apply to all conditions above marked with ** which supersede those of permission P/5680/17.

REASON: In order to define the permission and to secure development in accordance with policy DM50 of the Harrow Development Management Policies Local Plan 2013.

Informatives

1. Policies

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

London Plan: 3.1, 3.3, 3.5, 3.6, 3.8, 3.9, 3.11, 3.12, 4.12, 5.2, 5.3, 5.5, 5.6, 5.7, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 6.3, 6.9, 6.10, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.8, 7.14, 7.15, 7.19, 7.21.

Harrow Local Plan:

Core Strategy: CS1, CS2;

Development Management Policies: DM 1, DM 2, DM 3, DM 7, DM 10, DM 12, DM13, DM 14, DM 21, DM22, DM24, DM27, DM 28, DM44, DM 45.

2. Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This decision has been reached in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3. Wheelchair Homes

The applicant is encouraged to liaise with the Council during the construction of the development to ensure, insofar as possible, that the wheelchair homes are fitted-out to meet the needs of their first occupiers.

4. Thames Water

Approval should be sought from Thames Water where erection of a building or underpinning work would be over the line of, or within 3m of a public sewer.

5. Considerate Contractor Code of Practice

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

6. Resident's parking permits

The relevant traffic order will impose a restriction making residential occupiers of this building ineligible for resident's parking permits in the surrounding controlled parking zone.

7. Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

8. Mayoral Community Infrastructure Levy

Please be advised that this application attracts a liability payment of £81,567.50 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £73,230.50 for the application, based on the levy rate for Harrow of £35/sqm.

9. Harrow Community Infrastructure Levy

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;
Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis)- £55 per sqm;
Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm
All other uses - Nil.



The Harrow CIL Liability for this development is: £230,153.00

10. Definitions

Required definitions (e.g. discounted market rent; market rent) will be detailed within the shadow S106 legal agreement.

APPENDIX 2: SITE PLAN



<table border="1"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Description</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>P1</td> <td>28.11.17</td> <td>Planning Issue</td> <td>To be read in conjunction with Design and Access Statement. Ensure compliance with the following codes and standards: Building Regulations. Technical specifications by the project consultant team.</td> </tr> </tbody> </table>	Rev	Date	Description	Notes	P1	28.11.17	Planning Issue	To be read in conjunction with Design and Access Statement. Ensure compliance with the following codes and standards: Building Regulations. Technical specifications by the project consultant team.	 	<p>Architect GORT SCOTT The Priory House 18 Bridge Street London SE 1X www.gortscott.com UK</p> <p>Client London Borough of Harrow</p> <p>Project Waxwell Lane</p>	<p>Drawing Title Proposed Site Plan</p> <p>Scale 1:500 @ A3</p> <p>Project</p> <table border="1"> <thead> <tr> <th>Project</th> <th>Source</th> <th>Date</th> <th>Level</th> <th>Type</th> <th>Role</th> <th>Drawn by</th> <th>Rev.</th> </tr> </thead> <tbody> <tr> <td>090</td> <td>GSA</td> <td>ZZ</td> <td>00</td> <td>DR</td> <td>A</td> <td>10-01</td> <td>P1</td> </tr> </tbody> </table>	Project	Source	Date	Level	Type	Role	Drawn by	Rev.	090	GSA	ZZ	00	DR	A	10-01	P1
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090	GSA	ZZ	00	DR	A	10-01	P1																				

APPENDIX 3: SITE PHOTOGRAPHS









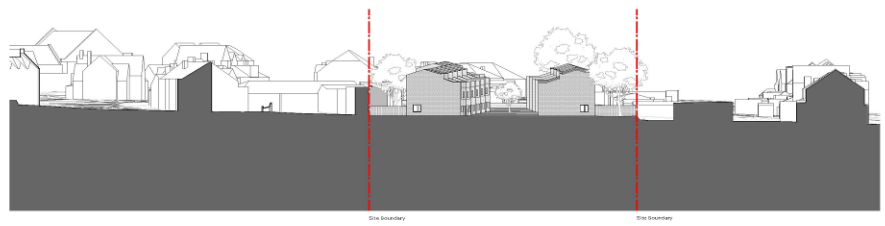
APPENDIX 4: PLANS AND ELEVATIONS

PI 20.11.17 Planning Issue



1 North Elevation

To be read in conjunction with Design and Access Statements.
 Drawings have been with the following codes and standards:
 Building Regulations.
 For further specifications for the project contact the team.



2 South Elevation

To be read in conjunction with Design and Access Statements.
 Drawings have been with the following codes and standards:
 Building Regulations.
 For further specifications for the project contact the team.

GORT SCOTT
 Architects
 10000 Old Street, London N1 9PL
 London Borough of Harrow
 Waxwell Lane
 Proposed North & South Elevations
 Planning

Date	Drawn	Checked	Date of Review
1908 04 25	NI	AT	20.11.17

880 GSA ZZ ZZ CR A 20-10 P1



PI 20.11.17 Planning Issue



1 West Elevation Front

To be read in conjunction with Design and Access Statements.
 Drawings have been with the following codes and standards:
 Building Regulations.
 For further specifications for the project contact the team.



2 West Elevation Rear

To be read in conjunction with Design and Access Statements.
 Drawings have been with the following codes and standards:
 Building Regulations.
 For further specifications for the project contact the team.

GORT SCOTT
 Architects
 10000 Old Street, London N1 9PL
 London Borough of Harrow
 Waxwell Lane
 Proposed West Elevations
 Planning

Date	Drawn	Checked	Date of Review
1908 04 25	NI	AT	20.11.17

880 GSA ZZ ZZ CR A 20-12 P1





1 West Elevation Front

Notes:
 To be read in conjunction with Design and Access Statement.
 Examine compliance with the following codes and standards:
 Building Regulations
 Technical specifications for the project consultant team



2 East Elevation Rear

Notes:
 To be read in conjunction with Design and Access Statement.
 Examine compliance with the following codes and standards:
 Building Regulations
 Technical specifications for the project consultant team



GORT SCOTT
 London Borough of Harrow
 Waxwell Lane
 Proposed East Elevations
 Planning
 1:500 @ A1 16 A1 20/17/17
 099_GSA_ZZ_ZZ_OR_A_20/17_P1



upper: existing view
 lower: proposed view

Waxwell Lane Design and Access Statement

GORT SCOTT 39



Waxwell Lane Design and Access Statement



APPENDIX 5: Parking Survey Information

WAXWELL LANE CAR PARK | TRANSPORT, PARKING AND LOCAL BUSINESSES SURVEY

Proposed Development Summary

1. The site is located within an accessible location being within walking distance from a range of retail amenities and services available in the Pinner District Centre. As such, a large proportion of trips associated with the proposals can be expected to be made by sustainable modes of travel, with bus services and Pinner Station available in close proximity.
2. The proposed 20 unit residential development includes the provision of 20 parking spaces on-site. This is the maximum permitted by the London Plan.
3. A permit free agreement will limit the ability of the new residents to be able to park on-street long term due to the surrounding Controlled Parking Zone, residents will be aware of this before moving in and this will be secured by condition.
4. The new family dwellings will also provide a new customer base to the surrounding shops and facilities.
5. Cycle parking will be provided at ground floor level in accordance with the London Plan standards. The provision will offer secure, sheltered and accessible cycle parking facilities.
6. All servicing activity including deliveries and refuse collections will be undertaken on-site and will not result in a material impact on the local highway network.
7. Policy CS1 of the Harrow Core Strategy and Policy DM42 of the Harrow Development Management Policies recognise the importance of a continued move towards more sustainable travel methods in London. They reflect the objectives of the National Planning Policy Framework and London Plan which promote travel choices other than the private car. This scheme would address these important policy objectives by securing an appropriate level, rather than an overprovision of car parking at the site and in the local area.

Impact on local businesses

1. The survey of Bridge Street businesses aimed 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. The survey of local businesses was conducted along Bridge Street – from the Waxwell Lane Junction, until the Love Lane roundabout – on Tuesday 22nd August 2017, from 1 pm to 6 pm.
2. 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:

- a. The business representative on the day was uncomfortable about voicing an opinion regarding the subject;
 - b. The concerned manager/spokesperson of the business was unavailable on the day;
 - c. The business was busy with customers and unable to set aside time to take the survey;
 - d. The business was closed at the time of survey.
3. 12 business owners (33%) interviewed felt that new housing in the area could boost their business.
4. Only 2 businesses surveyed (5%) had employees parked in Waxwell Lane Car Park all day.
5. 14 businesses (38%) had at least 1 space to park at the rear of their shop for their owners/employees
6. 16 businesses (43%) had employees who 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 merely a secondary option.
7. 3 of the businesses surveyed (7%) said that their employees parked further up beyond Uxbridge Road (where parking was free all day) and walked down to Bridge Street.
8. Businesses surveyed 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, as they used either Chapel Lane Car Park or the Love Lane Car Park.
9. Businesses with a quick turnaround service (less than 20 mins), such as a baker or launderette, were unconcerned about the proposed development, as on-street parking sufficiently met their needs for the moment.
10. An interview with the Assistant Store Manager of Lidl yielded the following information:
 - a. Lidl currently employs approximately 25 personnel, of which 10 drive to work.
 - b. According to them, majority of the car park users tend to be patrons of the neighbouring Better Gym or their own customers.
 - c. Better Gym have a 2.5 hour daily parking permit for Lidl car park as part of their membership
 - d. They are aware that a large number of users of their car park also use other businesses on Bridge Street.
 - e. Regarding the perceived impact of the closing of Waxwell Lane Car Park, it is felt that there would be a positive impact as more residents meant more long-term business for them.
11. The Council has also been working closely with the owners of Oak Lee Montessori School in order to find an appropriate solution that would minimise any impact of the closure of Waxwell Lane Car Park on the school.

Private car parks in Pinner

1. If the main private car parks (Lidl, Sainsbury's and Pinner Station car parks) are included in the studies, there remain a total of 168 empty parking spaces in the vicinity (excluding business permit bays) at the peak time on the Thursday.

2. These private car parks are intended to be primarily linked to shoppers utilising Lidl or Sainsbury or the station, however whilst using these car parks for their primary purpose people are also able to also utilise other elements of the District Centre. 29 local businesses surveyed (78%) suggested that customers tended to visit at least 1 other business on Bridge Street on each trip.
3. The survey data demonstrates that there is no need to specifically rely on parking availability within Pinner's private car parks to recommend the closure of the Waxwell Lane car park.
4. However, these private car parks do form part of the available parking in the vicinity and so are relevant to the consideration of the parking supply for the District Centre.

Loss of Waxwell Lane Car Park

1. A set of parking surveys had previously been commissioned directly by the Council, with further surveys commissioned by ourselves in 2016 and again in 2017.
2. Parking surveys were undertaken for all council owned car parks within Pinner including Waxwell Lane, Love Lane and Chapel Lane car parks as well as three privately owned car parks: Sainsbury's, Lidl and Pinner Station car park. The Marsh Road car park was omitted from the 2017 survey data due to the car park closing.
3. The parking surveys of the car parks were undertaken on 07:00-19:00 Thursday 15th June and 10:00-17:00 Saturday 17th June 2017, utilising video cameras. These counts were supplemented by a manual count of the business permit bays within the Chapel Lane and Waxwell Lane car parks.
4. In addition to the car park surveys manual counts were carried out to monitor on-street car parking occupancy. The data covers the area surrounding Waxwell Lane Car Park including Bridge Street, Elm Park Road, Love Lane and Waxwell Lane.
5. Waxwell Lane Car Park (111 spaces) received a peak demand of 41 vehicles parked on Thursday and 34 vehicles parked on Saturday resulting in a peak utilisation of 37%. Considering the general spaces only, the car park received a peak demand of 30 vehicles parked on Thursday and 27 on Saturday; a peak utilisation of 48%.
6. All public car parks in Pinner (351 spaces, excluding business permit spaces) received a peak demand of 269 vehicles parked on Thursday and 177 on Saturday; 77% peak utilisation at 11am on the Thursday.
7. Car parks in Pinner, (public and private i.e.1,135 spaces; excluding business permit bays) received a peak demand of 905 vehicles parked on Thursday and 523 on Saturday; a peak utilisation of 78%.
8. Removing the 62 public spaces within the Waxwell Lane Car Park from the overall parking supply equates to 289 available public car parking spaces (excluding business permit spaces) and 1,073 spaces when combined with available private spaces.

9. Based on the survey data there are 20 public parking bays available (or 7% spare capacity) at 11am on a Thursday. This period coincides with when the CPZ on-street restrictions are in force. (Please refer to the diagram for an illustration of reapportioned public and business parking bays).
10. However, this peak demand is only for a short period on a weekday, before and after 11am and also on a Saturday significantly more capacity is available within the Council's car parks.
11. Based on the surveys, at this peak time there would also be 13 empty business permit bays in the Chapel Lane car park when taking into account the transfer of the Waxwell Lane business permit bay occupancy.
12. The survey data also demonstrates that parking demand in Pinner remains relatively stable and has not increased over the 3 survey years.
13. It may also be that some shoppers who utilise the Council's car parks at around 11am on a weekday modify their behaviour and would chose to undertake their trip at a different time of day or on the weekend when parking demand is much lower, or switch to a sustainable mode of transport.
14. The 2017 surveys were commissioned to give more recent data given the timescales involved in submitting the planning application and also as objectors had claimed that the opening of the Heath Robinson Museum had increased parking demand in the area. However, the museum is only open for a few hours on a limited number of days of the week (11:00-16:00 Thursday to Sunday) and no major change in parking patterns was recorded in the latest surveys.

Concluding remarks

1. The survey data indicates that no immediate changes are required to meet current levels of demand.
2. The development would be in accordance with relevant policy guidance and the proposed residential use is appropriate for this site, and can be successfully accommodated by the local transport network and existing public transport facilities and is deemed acceptable by the Council's transport and highways officers (please refer to LBH Highways comments as part of the Case officer's report).

Appendix 6 – Parking Diagram

Snapshot of parking survey. Weekday peak use (Thursday 15th June 2017 at 10:45)

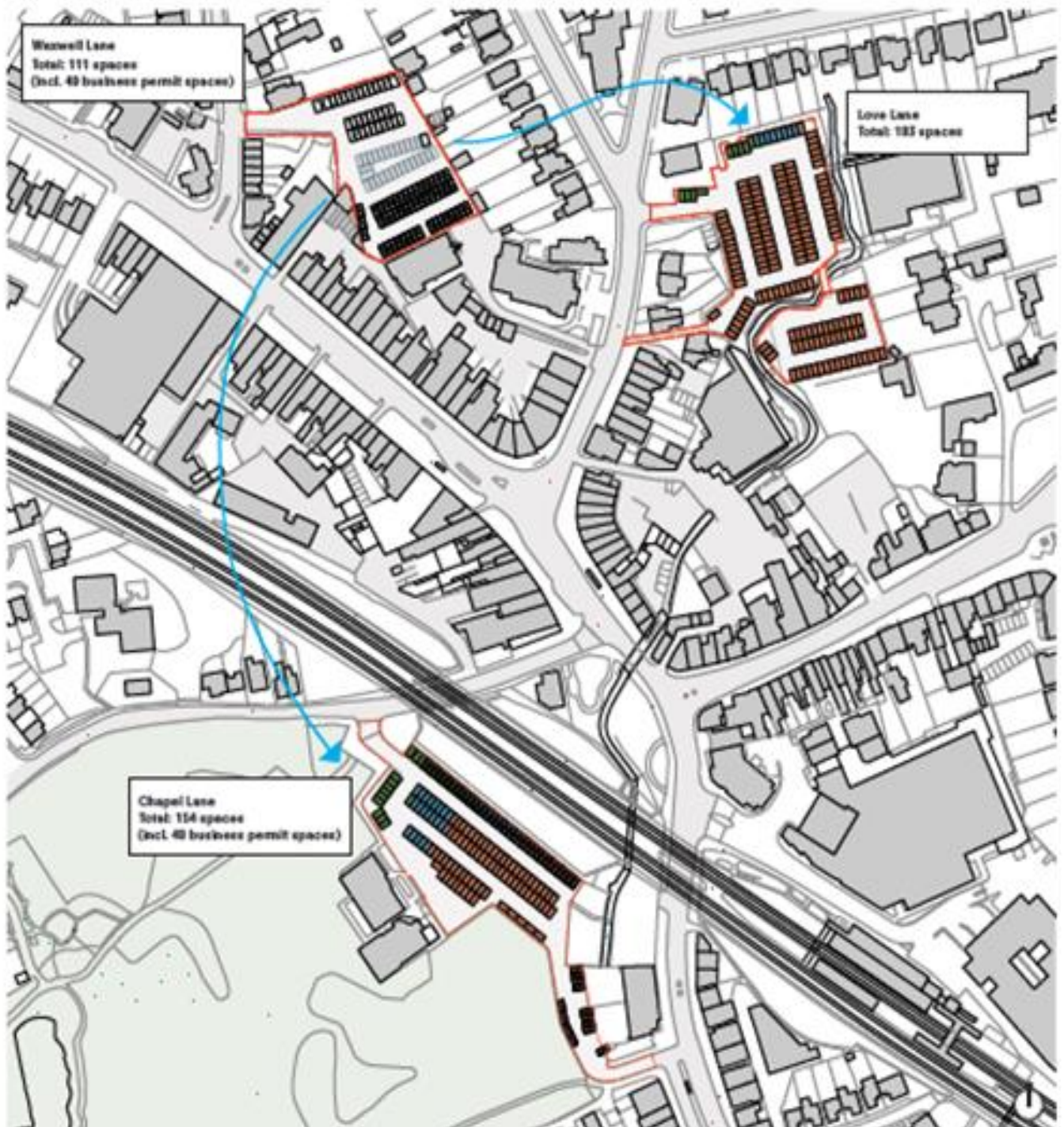


Diagram illustrating that the Waxwell Lane occupied car parking spaces can be accommodated for in the other local public car parks.

- Available Parking Space
- Occupied Parking Space
- Waxwell Lane occupied spaces relocated to available spaces
- Business Parking Space

