

## SECTION 1 – MAJOR APPLICATIONS

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**HARROW VIEW SERVICE STATION  
HARROW VIEW / VICTOR RD  
HARROW**

**Item: 1/01  
P/2822/06/CFU/DC3**

Ward HEADSTONE SOUTH

CONSTRUCTION OF PART 4, PART 3 STOREY BLOCK OF 14 FLATS WITH CAR PARKING AND ACCESS ROAD

**Applicant:** LONDON & REGIONAL PROPERTIES  
**Agent:** ASEP LTD

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### RECOMMENDATION

Plan Nos: Design Statement, 2163:P:01B, 2163:P:02C, 2163:P:03C, 2163:P:04A, 2163:P:05B

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

1 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 & Country Planning Act 1990.

2 Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment.

3 No soakways shall be constructed in contaminated ground.

REASON: To prevent pollution of groundwater.

4 The construction of the site foundations shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON: To prevent the pollution of groundwater.

5 The construction of the foul and surface discharge drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

REASON: To prevent pollution of the water environment.

6 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- (a) the extension/building(s)
- (b) the ground surfacing
- (c) the boundary treatment

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

REASON: To safeguard the appearance of the locality.

7 The development hereby permitted shall not commence until details of 14 homes within this scheme, built to 'Lifetime Home' and / or 'Wheelchair' standards, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the homes have been completed in accordance with the approved details and thereafter retained.

REASON: To ensure that, where the development is capable of meeting 'Lifetime Home' or 'Wheelchair' Standards, the development complies with the policies of the Harrow Unitary Development Plan.

8 The development hereby permitted shall not commence until details of a scheme indicating the provision to be made for people with mobility impairments, to gain access to, and egress from, the building(s) (without the need to negotiate steps) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and thereafter retained.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the policies of the Harrow Unitary Development Plan.

9 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 levels of the site, have been submitted to, and approved by, the local planning authority.

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.

10 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plans have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

REASON: To ensure the satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety.

11 The existing access(es) shall be closed when the new access(es) hereby permitted is / are brought into use, and the highway shall be reinstated in accordance with details to be submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the reinstatement works have been completed in accordance with the approved details. The works shall thereafter be retained.

REASON: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

12 The development hereby permitted shall not commence until details of the means of vehicular access have been submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

13 The proposed parking space(s) shall be used only for the parking of private motor vehicles in connection with the development hereby permitted and for no other purpose.

REASON: To ensure that the parking provision is available for use by the occupants of the site and in accordance with the Council's parking standards.

14 Before the development hereby permitted commences a scheme shall be agreed with the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site. The agreed scheme shall be fully implemented before the change of use hereby permitted takes place and shall be retained in its approved form for so long as the use continues on site.

REASON: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents.

15 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

b: before the building(s) is/are occupied

c: in accordance with a timetable agreed in writing with the local planning authority

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

REASON: To safeguard the amenity of neighbouring residents and the character of the locality.

Item 1/01 : P/2822/06/CFU continued...

16 No demolition or site works in connection with the development hereby permitted shall commence before:-

(a) the frontage.

(b) the boundary.

of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

17 The development hereby permitted shall not commence until a scheme for:-

(a) The storage and disposal of refuse/waste

(b) and vehicular access thereto

has been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties.

18 The development hereby permitted shall not commence until there has been submitted to, and approved by, the local planning authority, a scheme of hard and soft landscape works which shall include a survey of all existing trees and hedgerows on the land, indicating those to be retained and those to be lost. Details of those to be retained, together with measures for their protection in the course of the development, shall also be submitted and approved, and carried out in accordance with such approval, prior to any demolition or any other site works, and retained until the development is completed. Soft landscape works shall include: planting plans, and schedule of plants, noting species, plant sizes and proposed numbers/densities.

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

19 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 2 years from the completion of the development, die, are removed, or become seriously damaged or diseased, 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.

20 The development hereby permitted shall not commence until details that show how the principles and practices of the Secured by Design Award Scheme are to be incorporated into the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used

until the works have been completed in accordance with the approved details and shall thereafter be retained.

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

## **INFORMATIVES**

### **1 INFORMATIVE:**

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

Harrow Unitary Development Plan:

SD1 Quality of Design

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D8 Storage of Waste, Recyclable and Re-Usable Materials in New Developments

H18 Accessible Homes

EP25 Noise

T13 Parking Standards

SH1 Housing Provision and Housing Need

H4 Residential Density

### **2 INFORMATIVE:**

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

### **3 INFORMATIVE:**

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website - the URL address is <http://www.harrow.gov.uk/ccm/content/housing-and-planning/planning/news-letter.en>

### **4 INFORMATIVE:**

In aiming to satisfy the Community Safety condition(s) the applicant should seek the advice of the Borough Crime Prevention Design Advisors (CPDA). They can be contacted through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of this / these condition(s).

## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Character of Area (SD1, D4, D5)
- 2) Site Layout (D4, D5, D8, H18)
- 3) Neighbouring Amenity (D5, EP25)
- 4) Parking/Highway Safety (T13)
- 5) Housing Provision (SH1, H4)
- 6) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Major Dwellings
Site Area:	0.167 ha
Habitable Rooms:	42
Density:	251 hrph 84 dph
Car Parking:	See report
Council Interest:	None

### **b) Site Description**

- Site located on the prominent corner of Victor Road and Harrow View
- Former petrol station now cleared brownfield site
- Surrounding buildings include:
- 2-storey, pitched roof terrace pitched roof terrace dwellings to the north and north west
- 3/4 - storey flat floor block of flats to the south
- 5 storey flat roofed disused factory within the Kodak site to the east
- 2-storey pitched roof terraced dwellings to the south west and west

### **c) Proposal Details**

- Construction of a 3/4 storey flat roofed 'L' shaped building orientated towards the road frontages of the site. The building would accommodate 14 residential flats (all 2 bedroom flats);
- The building would be 2 storey in scale adjacent to 1 Victor Road, and would step up to 4 storeys to the main corner of the site;
- The proposed elevation to Victor Road would present a façade with 2, 3 and 4 storey sections;
- The proposed elevation to Harrow View would present a façade of 3 and 4 storeys in height;
- The existing vehicular access points located to the road frontages would be removed and a new crossover would be constructed to the Victor Road frontage;
- An archway will provide access through the building to the proposed 14 on site car spaces orientated along the southern boundary of the site;
- Landscaped gardens would be located around the building.

**d) Relevant History**

P/283/05/CFU	Redevelopment: 3 storey block to provide 14 flats, with car parking	WITHDRAWN 18-MAR-2005
P/1391/05/CFU	Redevelopment: 2, 3 & 4-storey block to provide 14 flats, car parking & access	GRANTED 29-JUL-2005

**e) Revision to Previous Scheme**

These are detailed in the applicants statement. The developer has been advised that these are sufficiently different to that granted that a new application is required.

**f) Applicant Statement**

- A small water pump enclosure has been added to the previous scheme to provide water pressure to the flats;
- Internal layout now contains greater habitable space
- Car parking and access remains the same
- Slight increase in overall massing on the north elevation
- Brickwork proposed on all elevations
- Development compliant with requirements for disabled people.
- Some balconies have been omitted from previous scheme.

**g) Consultations:**

- Engineering Services: requested that storm water run off be attenuated
- Thames Water: no objection
- Environment Agency: No objection subject to conditions
- Metropolitan Police: Concern with Secure By Design aspects of scheme

**Advertisement:** | Major Development | Expiry: 24-10-06

**Notifications:**

Sent: 97                      Replies: 1                      Expiry: 24-10-06

**Summary of Response:**

car parking too close to boundary with neighbouring property, will cause increase noise disturbance, parking layout should be rethought.

**APPRAISAL**

**1) Character of Area**

The character of the locality surrounding the subject site is clearly mixed and the built form is towards a larger scale. Buildings range in height from 2 storey pitched roofed terraces (at the smaller end of the scale of buildings) and up to 4 storey apartment blocks or 5-6 storey factory buildings. It is highlighted that the large scale buildings in the immediate locality feature tall prominent facades with flat roof designs.

The proposed building would be contemporary in design, and would generally draw from, and reflect the scale and character, of the large buildings in the vicinity. Nevertheless the siting of the proposed building would ensure that the predominant building lines of the 2 storey terraces along Victor Road and Harrow View would be respected and maintained. Furthermore ample space is proposed along the street frontages to allow a landscaped setting to be provided for the development. It is considered that this proposed landscaped setting would represent a marked improvement to the visual amenity of the locality. Specifically it is considered that the proposed development has been designed in such a manner so as to reflect the prevalent built form of the locality, and that the removal of the former petrol station and its replacement with the proposed scheme would amount to an improvement to the character of the area.

The above the proposed design of the building is almost identical to what has already been approved and as a complete building the proposal is considered to greatly improve the overall character and appearance of the streetscene and the surrounding area.

## **2) Site Layout**

The site layout of the property would maintain the established building lines of the locality, whilst providing ample space around the building. Although parking is provided to the rear of the building, the existing 2.0 metre high brick boundary walls would be retained whilst there would be provision for landscaping buffers. Ground floor flats would have direct access to the garden areas to the front of the building, whilst a large landscaped communal garden would be provided to the rear of the building. The proposal is considered to represent a positive site layout with respect of both the interface with adjoining properties and providing a positive level of amenity for future occupants.

The proposal does not appear to be fully compliant with Lifetime Homes Standards, in particular the absence of room to provide a full turning circle for wheelchair users in many of the proposed bathrooms. Further there does not appear to be a 10% allocation of units for immediate use by a wheelchair user as required by the Harrow Council Supplementary Planning Document (SPD) on Accessible Homes. It is considered that this does not warrant a refusal in this instance as the above criteria can be provided for with slight adjustments to the internal arrangement. Two planning conditions shall be attached to the planning permission to ensure the development adheres to the Harrow Council's SPD on Accessible Homes.

Secured By Design and Safer Places principles are strongly encouraged with any new proposed development, particularly of a larger scale such as this proposal. For this reason a condition is attached to the planning permission whereby the applicant must demonstrate that crime prevention measures are adopted into the finished scheme.



**3) Neighbouring amenity**

With a proposed building that would observe the prevalent building lines within the locality, the proposal would minimise impacts over the adjoining properties. Furthermore by stepping the height of the building in context of the neighbouring sites (particularly with respect of the Victor Road façade) would ensure that there would be no detrimental impacts of visual bulk, loss of light, overshadowing etc.

Although the proposed layout would mean that balconies on the south facing rear elevation would have general views out towards the neighbouring residential property, it is noted that there are no windows in the facing flank elevation of this adjacent apartment block. Additionally the open space area to the front of this adjacently building is a grassed area that is not utilised as private open space, therefore there are no concerns regarding this area being overlooked. Likewise, although the balconies on the west facing elevation would have views towards the rear garden of 1 Victor Road, there is a horizontal separation distance of 22 metres. This is considered ample distance to negate any concerns of overlooking of this adjoining property.

**4) Parking & Highway Safety**

Fourteen on site spaces are proposed as part of the scheme, to be accessed via Victor Road. The single point of access is an improvement to the previous arrangement. Of the fourteen parking spaces proposed, this is sufficient to service the parking requirements of the proposed apartments.

Concern was expressed with regards to the location of the parking and possible noise disturbance. In this instance, as the parking layout has not changed from the previous permission, and the level of disturbance is considered minimal particularly when compared with traffic activity associated with the former petrol station, the parking arrangements are considered to be satisfactory.

**5) Housing Provision and Density**

Broad polices within the adopted 2004 UDP seek to encourage and secure the provision of additional housing in a range and types and sizes. The proposed scheme is considered to achieve this. The density level meets HUDP policy and is considered suitable for this type of development in this location

**6) Consultation Responses**

Have been covered in the report. See summary of responses.

**CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for grant.

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**THE GROVE, WARREN LANE,  
STANMORE, MIDDLESEX, HA7 4LY**

**Item: 1/02  
P/1234/06/CAD/DT2**

Ward CANONS

INSTALLATION OF 13 EXTERNALLY ILLUMINATED FLAGS AND POLES

**Applicant:** CREST NICHOLSON (CHILTERN) LTD

**Agent:** CREST NICHOLSON (CHILTERN) LTD

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## **RECOMMENDATION**

Plan DFD/STAN/SHL1 77555/01 rev2 77555/02 rev01 77555/03 rev2 77555/04  
Nos: rev2 77555/05 rev2 13104-TP-MR-003

**CONSENT** for the advertisement described in the application and submitted plans, subject to the following condition(s):

1 The period of this consent shall be five years from the date of this consent, following which the advertisement shall be removed and the site reinstated.

REASON: To comply with the provisions of the Town Country Planning (Control of Advertisements) Regulations 1992.

2 Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the local planning authority.

REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 1992.

3 Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.

REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 1992.

4 Where an advertisement is required under these regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the local planning authority.

REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 1992.

## **INFORMATIVES**

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

The decision to grant permission has been taken having regard to the policies and

proposals in the Harrow Unitary Development Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:

Harrow Unitary Development Plan:

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

EP32 - Acceptable Land Uses - Green Belt

EP33 - Development in the Green Belt

D4 - The Standard of design and Layout

D27 - Free Standing Advertisements

D28 - Advertisement Hoardings

EP27 - Species Protection

EP28 - Conserving and Enhancing Biodiversity

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## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Green Belt Land and Area of Special Character (SEP6, EP32)
- 2) SINC (Site Of Nature Conservation Importance) considerations (EP27 EP28)
- 3) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return      Advertisements

Type:

Conservation Area:    Adjoining site Area of Special Character

Council Interest:      None

### **b) Site Description**

- Major Developed Site in the Green Belt and Proposal Site in the Harrow UDP 2004
- Total site area of 11.45 hectares, developable area identified in previous outline permission of 4.4 hectares
- Stanmore Common lies to west and south, M1 motorway to north, 6 residential properties to east with Royal National Orthopaedic Hospital beyond, residential property at The Lodge to southwest at a distance of 40m from the existing buildings on site
- Access to site from Warren Lane; bridleway running near to the southern and western boundaries, London Loop (public footpath around London) to east
- Site originally formed grounds of The Grove, a manor house demolished in 1980s
- Site used for research and light industrial uses since 1940s by Marconi and most recently BAE Systems Ltd
- Grade II Listed Grotto located to south of existing security fence, suspected bat occupation
- Site being redeveloped for 108 flats and ninety houses.

**c) Proposal Details**

- Display of 13 externally illuminated flag and pole timber fascia advertisements at the entrance and within the site.
- Signage provides information on the development and how to contact developer. Text is in white and gold lettering on a dark blue background.

**d) Relevant History**

P/2527/03/COU Outline: Use of Site for Residential Purposes NON-DETERMINATION  
11-FEB-2004

APPEAL ALLOWED

31-MAY-2005

Appeal Allowed by First Secretary of State on 31<sup>st</sup> May 2005 following Public Inquiry held on 9<sup>th</sup>, 10<sup>th</sup> and 12<sup>th</sup> of November 2004, subject to 32 conditions

P/1650/05/CDT Reserved matters and details GRANTED  
Pursuant to P/2527/03 90 x 2/2.5 11-NOV-05  
Storey Houses, 108 Flats in 3 x 4  
Storey Blocks, Underground  
Parking, Roads & Open Space

**e) Applicant Statement**

Not submitted

**f) Consultations:**

- Highways Engineers: No objections
- CAAC: Objection to the illumination, no objection to the temporary signage
- Conservation Section: No objection providing that a suitable time limit is imposed

**Notifications:**

Sent:	Replies:	Expiry:
None	N/A	N/A

**Summary of Response:**

N/A

**APPRAISAL**

**1) Green Belt Land (SEP6 EP33)**

The proposed signage would not have a harmful effect on the openness of the locality during the construction phase of the development. The signage would occupy a limited area of land, is not considered to be visually obtrusive, providing a purely functional role.

**2) SINC considerations (EP27 EP28)**

The proposed signage would not have any adverse effect on protected species and their habitats or on the biodiversity of the area in general.

**CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for consent.

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**Item:1/03**  
**LAND AT R/O PINNER UNITED REFORM CHURCH, PAINES LANE** **P/2605/06/CFU/RP1**

Ward PINNER  
ERECTION OF HEALTH CENTRE, PHARMACY, UNDERCROFT CAR PARKING AND TWO BRIDGES

**Applicant:** CARE CAPITAL LTD  
**Agent:** GIBBERD LTD

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**Item:1/04**  
**LAND AT R/O PINNER UNITED REFORM CHURCH, PAINES LANE** **P/2602/06/DCA/RP1**

Ward PINNER  
DEMOLITION OF SCOUT HQ

**Applicant:** CARE CAPITAL LTD  
**Agent:** GIBBERD LTD

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**P/2605/06/CFU**

### **RECOMMENDATION**

Plan Nos: GO449(PA)/001A, GO449/002A, GO449/003A, GO449/004A, GO449/005A, GP449/006A, GO449/007A, GO449/008A, GO449/009A, GO449 010, GO449 ) 011A, GO449/012A, GO449/013A, GO449/014A, 16434 08,09,101B, 1 x Design Statement, 1 x Tree Survey, 1 x Archaeology Study

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

1 The development hereby permitted shall not commence unless and until (1) a right of way for vehicles and pedestrians is granted from the public highway to the site across the Love Lane car park and (2) a right of way on foot for emergency dry access from the site to Paine's Lane are granted and documentary evidence of those rights of way are provided in writing to the satisfaction of the local planning authority. REASON: To ensure to the development may be accessed by all those needing to attend the premises.

2 The development hereby permitted shall not commence until details of a scheme indicating the provision to be made for people with mobility impairments, to gain access to, and egress from, the building(s) (without the need to negotiate steps) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and thereafter retained. REASON: To ensure that the development will be accessible for people with disabilities in accordance with the policies of the Harrow Unitary Development Plan.

Item Nos 1/03 & 1/04 : P/2605/06/CFU & P/2602/06/DCA continued....

3 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

b: before the building(s) is/are occupied

c: in accordance with a timetable agreed in writing with the local planning authority

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

REASON: To safeguard the amenity of neighbouring residents and the character of the locality.

4 No demolition or site works in connection with the development hereby permitted shall commence before:-

(a) the frontage.

(b) the boundary.

of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

5 The development hereby permitted shall not commence until there has been submitted to, and approved by, the local planning authority, a scheme of hard and soft landscape works which shall include a survey of all existing trees and hedgerows on the land, indicating those to be retained and those to be lost. Details of those to be retained, together with measures for their protection in the course of the development, shall also be submitted and approved, and carried out in accordance with such approval, prior to any demolition or any other site works, and retained until the development is completed. Soft landscape works shall include: planting plans, and schedule of plants, noting species, plant sizes and proposed numbers/densities.

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

6 The development hereby permitted shall not commence until there have been submitted to, and approved in writing by, the local planning authority, detailed drawings of all underground works, including those to be carried out by statutory undertakers, in connection with the provision of services to, and within, the site in relation to the trees to be retained on site.

REASON: To ensure that the trees to be retained on the site are not adversely affected by any underground works.

7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 2 years from the completion of the development, die, are removed, or become seriously damaged or diseased, 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.

8 The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars 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.

9 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 levels of the site, have been submitted to, and approved by, the local planning authority.

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.

10 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

(a) the extension/building(s)

(b) the ground surfacing

(c) the boundary treatment

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

REASON: To safeguard the appearance of the locality.



Item Nos 1/03 & 1/04 : P/2605/06/CFU & P/2602/06/DCA continued....

11 The use hereby permitted shall not commence until the car parking, turning and loading area(s) show on the approved plan number(s) GO449/001/A have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

REASON: To ensure the satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety.

12 Basement car parking and any wall or fencing constructed within or round the site shall be designed to be permeable to flood water and details submitted to and approved by the Local Planning Authority before the development commences.

REASON: To prevent obstruction to the flow and storage of floodwater with a consequent increased risk of flooding.

13 The premises shall be used for the purpose specified on the application and for no other purpose, including any other purpose in Classes A1 and D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

REASON: (a) To safeguard the amenity of neighbouring residents and the character of the locality.

(b) To safeguard the character and viability of the shopping parade.

(c) In the interests of highway safety.

14 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 & Country Planning Act 1990.

15 The development of any buildings hereby permitted shall not be commenced until works for the disposal of surface water have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided.

16 Compensatory flood storage works shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON: To alleviate the increased risk of flooding that would otherwise be caused by a reduction in flood storage capacity.

17 All spoil and surplus building materials shall be removed from that part of the site lying within the area of land liable to flood as shown on maps held by the Environment Agency Thames Region.

REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

18 All windows about ground floor, in the south facing elevation, shall be obscure glazed to a height of 1.8m above finished floor levels.

REASON: To maintain the amenity and privacy of nearby properties.

## **INFORMATIVES**

### 1 INFORMATIVE:

#### SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

S1 Form of Development and Pattern of Land Use

SEP2 Water

SD1 Quality of Design

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

SEP5 Structural Features

EP9 Water Quality, Supply and Disposal

EP10 Sustainable Urban Drainage

EP11 Development within Floodplains

EP12 Control of Surface Water Run-Off

EP20 Use of Previously-Developed Land

EP21 Vacant and Disused Land and Buildings

EP25 Noise

EP29 Tree Masses and Spines

D4 Standard of Design and Layout

D14 Conservation Areas

D16 Conservation Area Priority

D10 Trees and Development

T13 Parking Standards

C8 Health Care and Social Services

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**P/2602/06/DCA**

**RECOMMENDATION**

Plan Nos: GO449(PA)/001A, GO449/002A, GO449/003A, GO449/004A, GO449/005A, GP449/006A, GO449/007A, GO449/008A, GO449/009A, GO449 010, GO449 ) 011A, GO449/012A, GO449/013A, GO449/014A, 16434 08,09,101B, 1 x Design Statement, 1 x Tree Survey, 1 x Archaeology Study

**GRANT** conservation consent for the development described in the application and submitted plans subject to the following reason(s):

1 The demolition hereby permitted shall not commence before a contract for the carrying out of the works of redevelopment of the site has been made, and submitted to and approved in writing by the Local Planning Authority, and all the approvals required by the conditions attached to planning permission reference P/2605/06/CFU have been obtained.

REASON: To safeguard the appearance of the locality.

2 All spoil and surplus building materials shall be removed from that part of the site lying within the area of land liable to flood as shown on maps held by the Environment Agency Thames Region.

REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

**INFORMATIVES**

**SUMMARY OF REASONS FOR GRANT OF PLANNING CONSENT:**

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

S1 Form of Development and Pattern of Land Use

SEP2 Water

SD1 Quality of Design

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

SEP5 Structural Features

EP9 Water Quality, Supply and Disposal

EP10 Sustainable Urban Drainage

EP11 Development within Floodplains

EP12 Control of Surface Water Run-Off

EP20 Use of Previously-Developed Land

EP21 Vacant and Disused Land and Buildings

EP25 Noise

EP29 Tree Masses and Spines

D4 Standard of Design and Layout

D14 Conservation Areas  
D16 Conservation Area Priority  
D10 Trees and Development  
T13 Parking Standards  
C8 Health Care and Social Services

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MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Standard of Design and Layout (D4, D5, D10, SD1)
- 2) Land Use (C6, C7, SC1, SH2, H11)
- 3) Amenity (D4, SD1, C6, C7, EP25)
- 4) Environmental Protection - Trees (EP29, D10, SEP5)
- 5) Transport & Parking (T6, T13)
- 6) Health Care Services (C8)
- 7) Consultation responses

**INFORMATION**

**a) Summary**

Statutory Return Type: Major offices/research & development/light industry  
Conservation Area: Pinner High Street Conservation Area  
Site Area: 0.23 ha  
Car Parking: Standard: 4-7 (maximum)  
Justified: 18  
Provided: 18  
Council Interest: Freehold of access to site

**b) Site Description**

- Back-land site located to the rear of Pinner United Free Church on the west side of Paine's Lane
- Site is a large area of open grassland bordered by trees and large shrubs.
- Currently contains a small prefabricated hut which was until recently used by the Scouts
- River Pinn runs along the western boundary of the site separating the site from the public car park (accessed from Love Lane) which serves shops in the centre of Pinner.
- The site is bounded to the north by the rear gardens of dwellings fronting Leighton Avenue and to the south and east rear gardens of properties on Paine's Lane.
- Site slopes steeply westwards towards the river.
- The site is located within the Pinner High Street Conservation Area.

**c) Proposal Details**

- Demolition of existing prefabricated building
- Redevelopment to provide a two storey plus semi basement building to be used as a medical centre.

- The building would comprise of clinical, consulting and examination areas for GP's and the Primary Care Trust together with administration and staff facilities.
- A single storey pharmacy will be located in the north east corner of the site which although independently run, would work in close corporation with Health Centre.
- Pedestrian access would be from the existing public car park via a new footbridge over the river leading to the main entrance.
- Separate vehicular bridge over the river to provide access to the semi basement car park.
- Ambulance drop off point near the car park entrance.
- Car parking would be provided for staff and disabled patients at semi-basement level for 18 vehicles.
- Pedestrian access to continue past the main entrance to link to the church grounds to the east. This route will not be a public right of way.

**d) Relevant History**

P/1734/06/CFU	Construction of health centre, pharmacy, undercroft parking and two bridges	WITHDRAWN 01-09-06
P/1733/06/CCA	Demolition of Scout HQ	WITHDRAWN 01-09-06

**dd) Revisions compared to previous applications**

There is no difference between the applications for conservation area consent. With the main application, the location of the vehicular bridge to the medical centre has been moved from being alongside the pedestrian bridge to the health centre to the southern end of the river frontage. This has enabled the retention of the tree screen between it and the end of the rear gardens to Leighton Avenue. The pharmacy has been reduced in size and the car park reduced by one space to 18.

**e) Applicant Statement**

- Demolition of existing prefabricated building
- Redevelopment to provide a two storey plus semi basement building to be used as a medical centre.

**f) Consultations:**

- Environment Agency: No objection subject to conditions
- English Heritage: Requests an alternative site be used due to impact on conservation area

Advertisement: Character of Conservation Area Expiry: 19-10-06

Notifications:

Sent:

18

Replies:

19 objections

1 of support

Expiry: 11-10-06

**Summary of Response:**

Mature trees would be felled which made a valuable contribution to reduce traffic pollution, loss of trees would have an effect on wildlife; River Pinn is prone to flooding and additional building would reduce the amount of permeation and additional run-off would exacerbate the situation; would increase risk of flooding in the areas; proposal is an over development of the site on the edge of a conservation area; would cause extra amount of traffic in Love Lane and in Leighton Avenue, increase parking in nearby streets.

**APPRAISAL**

**1) Standard of Design and Layout and Impact on Conservation Area**

Council policies require that design and appearance of new development is appropriate to the overall streetscape and respects the scale, form and character of the surrounding area.

The main issues are the appearance of the proposed development (design considerations) and the effects on the character and appearance of the area and conservation area. New development should respect the character and landscape of the locality within which it is to be built and should have a satisfactory relationship with adjoining buildings.

Council policies require that design and appearance of new development is appropriate to the overall streetscape and respects the scale, form and character of the surrounding area. The surrounding area is primarily characterised by 2 storey detached and semi-detached dwellings generally set within generously sized plots of land.

The proposal entails the construction of a two storey plus semi basement building with a single storey extension to the north east corner of the site. The main access to the site would be via the public car park with a footbridge and second vehicular bridge over the river leading to the undercroft car park. The proposed building would be located between 7.5 to 2 metres away from the northern boundary with properties along Leighton Avenue and would be set in approximately 3 metres from the eastern boundary with the locally listed Pinner United Free Church and No 27 Paines Lane. The building would be approximately 2 metres away from the southern boundary with No 45 and 5.5 metres away from No 47 Paines Lane,

The building will occupy almost the entire area of this site. The visual impact is minimised by building into the slope of the land ,retaining as many trees as is feasible and by the site's location. The building will have one public frontage

facing west across the river to the car park. This will be a change to the sylvian view into the conservation area currently enjoyed from the car park.

## **2) Land Use**

The Council seeks to ensure that there are sufficient health care facilities to cater for the needs of the community and will need to consider whether the facilities are proposed in locations which meet the needs of the users balanced against environmental and amenity considerations.

The application site lies at the northern end of Pinner High Street Conservation Area and is situated behind the locally listed Pinner United Reform Church. The church and the application site were added to the conservation area in 2002 to ensure that adequate protection was given to the special architectural and historic interest of the land to the north of the High Street. With regard to the application site itself, the Committee Report of March 2002 (which agreed the revised boundary) offered the following justification for its inclusion:

“To the rear of the Pinner United Reform church is a large area of open grassland housing a Scout hut leading down to the river Pinn. The river itself is bordered by a band of trees and large shrubs. This area is of landscape and historic significance as it is one of the last open areas around the centre of Pinner and one of the few remaining traces of the rural landscape that once surrounded the High Street. It is one of the few areas where the river Pinn, elsewhere confined to a concrete culvert, is seen in its original rural setting. The area also contributes to the setting of key buildings within the conservation area, particularly Church Farm, which owes much of its character to the lack of development to the rear. The inclusion of this land within the conservation area would help protect this land from development and thus protect the setting of important buildings in the conservation area.”

## **3) Amenity**

The proposed development would be located on a back land site bounded by rear gardens of residential properties to the north, east and south. At first floor level the proposed building would be set in approximately 8 to 6 metres from the northern, eastern and southern boundaries. There are significant changes of level which when combined with existing fencing reduce the impact of the building beyond the site boundary. The impact is also reduced by the distance to existing homes in Leighton Avenue which are between 25 m and 34m from the northern site boundary.

## **4) Trees**

There are a number of mature trees on the site largely around the periphery of the site. These trees provide a valuable screen for properties in both Leighton Avenue and Paines Lane. Furthermore, there are a significant number of trees growing along the banks of the River Pinn that forms a green corridor through the Borough. The trees are considered to make a valuable

contribution to the character and appearance of the conservation area. The application entails the removal of 35 of the 57 trees to allow for the erection of the building and the bridges over the river.

## **5) Transport and Parking**

Access to the site would be via a vehicular bridge over the river which would run parallel to the pedestrian bridge and would provide access to the semi basement car park. Provision is also made for an ambulance drop off point near the car park entrance. The public car park should provide sufficient space for parking. The current usage of the car park is 63% occupancy during the working day with the peak usage being between the hours of 11.00am and 3.00pm.

The application entails the provision for 18 car parking spaces in the semi basement for staff and disabled visitors. UDP parking standards requires that the permitted maximum for D1 uses should be between 4 and 7 parking spaces. The additional spaces have been justified in order to make full operational and disabled persons parking provision and not additional spaces for patients.( The current centre has 20 spaces for both staff and patients.)

The site is close to both the Tube railway station and the bus services passing through the District centre.

## **6) Health Care Services**

Para 9.31 of UDP advises that the use of sites and buildings will be re-appraised. The Council will support the location of day centres and other similar cases with Town Centres with good transport connections.

Putting matters into the balance having regard to the site search which has taken place, the need to provide for the 12,000 people using the group surgery and the discrete nature of the site it is in your officers' view acceptable to locate the medical centre of this site. In this respect members will wish to know that the previous withdrawn application attracted over 500 letters of support plus a petition and 30 of objection.

## **7) Consultation Responses**

Apart from the points addressed in the above sections of the report, other issues raised are; Trees - the loss of trees is taken in the same way as the issue of the land use. This is the only site available and in this circumstance the needs of the community are taken to outweigh tree retention. Wildlife; no objection has been substantiated that the site is a valued habitat and has a nature conservation importance. Flooding is addressed in the report; it is worth repeating that the formation of the basement car park increases the capacity of the flood plain in times of flood since it has to be designed to accommodate and permit the flow of flood water. Last in respect of traffic, the existing peak



use of the car park in the middle of the day will complement the peak use of the medical centre with surgery hours being at the beginning and end of the working day with home visits being made by medical staff in the middle of the day.

## **CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for the grant of planning permission and conservation area consent.

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**74 UXBRIDGE ROAD, HARROW WEALD**      **Item: 1/05**  
**HA3 6DL**      **P/2874/06//CFU/FP**

Ward      HARROW WEALD  
CONSTRUCTION OF 14 FLATS AND HEALTH CENTRE IN A PART TWO / PART  
THREE STOREY BUILDING

**Applicant:** LONDON & REGIONAL PROPERTIES  
**Agent:**      HEPHER DIXON

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## **RECOMMENDATION**

Plan Nos: 2150:P:100A, 2150:P:111, 2150:P:200, 2150:P:110, 2150:P:101A,  
2150:P:102A, 2150:P:103, Design Statement.

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

1 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 & Country Planning Act 1990.

2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- (a) the extension/building(s)
- (b) the ground surfacing
- (c) the boundary treatment

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

REASON: To safeguard the appearance of the locality.

3 Prior to the commencement of works on the site, a detailed investigation of the site should be carried out to assess the effect of any residual contamination on the proposed development. The method and extent of this investigation shall be agreed in writing with the local planning authority in consultation with the Environment Agency prior to the commencement of the investigation.

REASON: To safeguard the site workers, local residents, future residents and the general environment, and prevent pollution to the water environment.

4 Development on the site shall not commence until a scheme to deal with contamination and prevent pollution of ground water and surface water, including provisions for monitoring, has been submitted to, and approved in writing by, the local planning authority in consultation with the Environment Agency Thames Region. The scheme shall include measures to monitor the achievement of a target

environmental specification. The scheme shall then proceed in strict accordance with the measures approved and shall be fully implemented and completed before occupation of the development. As part of the approved scheme, prior to the occupation of the development, a report shall be submitted to, and approved in writing by, the local planning authority identifying the achievement of the environmental specification for the site, making reference to the result of analysed samples. The report shall assess the extent of any remaining site contamination and shall specify follow-up measures and post-remediation analysis.

REASON: To safeguard the site workers, local residents, future residents and the general environment, and prevent pollution to the water environment.

5 The development hereby permitted shall not commence until details of a scheme to provide 23 car parking spaces have been submitted to and approved in writing by the Local Planning Authority. Such spaces shall be provided and designed to BS 8300 specifications to enable it / them to be used by people with mobility impairments, and the space(s) shall be marked out accordingly. The development shall not be occupied or used until the spaces have been completed in accordance with the approved details and thereafter retained.

REASON: To ensure suitable parking provision for people with disabilities in accordance with the policies of the Harrow Unitary Development Plan.

6 The development hereby permitted shall not commence until details of (insert number of units) homes within this scheme, built to 'Lifetime Home' and / or 'Wheelchair' standards, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the homes have been completed in accordance with the approved details and thereafter retained.

REASON: To ensure that, where the development is capable of meeting 'Lifetime Home' or 'Wheelchair' Standards, the development complies with the policies of the Harrow Unitary Development Plan.

7 No demolition or site works in connection with the development hereby permitted shall commence before:-

(a) the frontage.

(b) the boundary.

of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

8 The development hereby permitted shall not commence until there has been submitted to, and approved by, the local planning authority, a scheme of hard and soft landscape works which shall include a survey of all existing trees and

hedgerows on the land, indicating those to be retained and those to be lost. Details of those to be retained, together with measures for their protection in the course of the development, shall also be submitted and approved, and carried out in accordance with such approval, prior to any demolition or any other site works, and retained until the development is completed. Soft landscape works shall include: planting plans, and schedule of plants, noting species, plant sizes and proposed numbers/densities.

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

9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 2 years from the completion of the development, die, are removed, or become seriously damaged or diseased, 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.

10 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 levels of the site, have been submitted to, and approved by, the local planning authority.

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.

11 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plans have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

REASON: To ensure the satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety.

12 The development hereby permitted shall not be occupied until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided.

Item 1/05 : P/2874/06/CFU continued...

13 The development hereby permitted shall not commence until a scheme for:-

(a) The storage and disposal of refuse/waste

(b) and vehicular access thereto

has been submitted to, and approved in writing by, the local planning authority. The use hereby permitted shall not be commenced until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties.

14 The development of any buildings hereby permitted shall not be commenced until works for the disposal of surface water have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided.

15 The development of any buildings hereby permitted shall not be commenced until surface water attenuation/storage works have been provided in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To prevent the increased risk of flooding.

16 The use hereby permitted shall not be commenced until all the works detailed in the application have been completed in accordance with the permission granted, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory form of development.

17 The erection of fencing for the protection of the Oak tree shall be undertaken 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 Oak tree has a Tree Preservation Order on it and represents an important amenity feature.

## **INFORMATIVES**

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

- SD1 Quality of Design
- SD2 Listed Buildings
- SD3 Mixed - Use Development
- SH1 Housing Provision and Housing Need
- ST1 Land Uses and the Transport Network
- EP20 Use of Previously-Developed Land
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- D7 Design in Retail Areas and Town Centres
- D9 Streetside Greenness and Forecourt Greenery
- D10 Trees and New Development
- D11 Statutorily Listed Buildings

2 INFORMATIVE:

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

3 INFORMATIVE:

There may be public sewers crossing this site, so no building will be permitted within 3 metres of the sewers. The applicant should contact the Area Service Manager Mogden at Thames Water Utilities at the earliest opportunity, in order to establish the likely impact of this development upon the sewerage infrastructure.  
Tel:- 0645 200800.

4 INFORMATIVE:

Before implementing the planning permission hereby granted, or the works indicated in your certificate of lawful proposed development, the applicant is advised to contact the Council's Highways Crossings Officer on 020 8424 1799 or by email to [john.almond@harrow.gov.uk](mailto:john.almond@harrow.gov.uk) to find out whether the construction of the crossover is acceptable in highway terms.

5 INFORMATIVE:

In aiming to satisfy the Community Safety condition(s) the applicant should seek the advice of the Borough Crime Prevention Design Advisors (CPDA). They can be contacted through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of this / these condition(s).

6 INFORMATIVE:

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

Item 1/05 : P/2874/06/CFU continued...

- 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.

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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Standard of Design and Impact on Character of Area (SD1, SD2, SD3, ST1, D4, D5, D7, D9, D10, D11)
- 2) Provision of Housing and Density (H3, H4)
- 3) Accessible Homes (H18)
- 4) Traffic Generation, Parking Standards and Access (ST1, T13)
- 5) Consultation Responses

**INFORMATION**

**a) Summary**

Statutory Return Type:	Major Dwellings
Site Area:	0.21Ha Net
Habitable Rooms:	48
Density:	228.57 hrph    66.67 dph
Tree Preservation Order	No 186
Car Parking:	Standard:    25 max Justified:    23 Provided:    23
Council Interest:	None

**b) Site Description**

- Existing garage, petrol station and electricity sub station on northern side of the Uxbridge Road (A410) adjacent to the junction of Clamp Hill and Kenton Lane
- The Leefe Robinson Public House and car park are on its South Western boundary and a detached Post Office and general shop is on the North Eastern boundary of the site;
- Detached two storey property and long rear garden of 2 Clamp Hill is at the rear of the site;
- On the opposite side of the road is a crescent of shops surrounded by residential development.

**c) Proposal Details**

- Existing petrol filling station to be demolished;
- Redevelopment to provide part two/part three storey block to accommodate health centre and 14 flats with parking;
- Residential component to contain 12x2, 1x2 bedroom flats;
- Health Centre to be floorspace of 310m<sup>2</sup>
- Hip end building with projecting front gables, wall returns and two projecting rear wings.
- Design in traditional architectural vernacular, facing bricks and soldier course banding contrasting with cream render at ground floor level. Large white timber windows with articulation in both the horizontal and vertical roof planes. Plain clay roof tiles. White metal balconies at first and second storeys on north, east and west elevations;
- Off street parking provided for 23 cars at ground floor;
- Residential cycle storage for 14 bicycles,
- Refuse to be stored at the Southern end of the site near Uxbridge Road.
- Maximum building height of 13.3m frontage width of 56.2m, maximum depth of 28.5m
- Rear garden depth between 10.4 and 8.8m
- Rear garden amenity space approximately 176m<sup>2</sup>.

**d) Revisions compared to Previous Permission:**

- The Previous permission comprised 7x2 & 7x3 bedroom flats. The new application is for 12x2 & 2x1 bedroom flats.
- Minor design revisions are also proposed to the window fenestration and balconies and entrance and exit doors.
- The siting of the building has been adjusted slightly to ensure the eaves do not oversail the boundary with 76 Uxbridge Road.
- The ancillary car-parking layout has been slightly modified when compared to the approved scheme whilst retaining the same number parking spaces.
- The bin store has been relocated to allow easier access for the local authority to refuse store from Uxbridge Road.

**e) Relevant History**

LBH/93/6	Demolition of existing buildings and erection of self-service petrol filling station with car wash and service.	GRANTED 03-APR-73
P/282/05/CFU	Three storey block to accommodate health centre and fourteen flats with car parking	WITHDRAWN 15-MAR-05
P/1984/05/CFU	Redevelopment: Part two/part 3 storey block to accommodate health centre and fourteen flats with car parking.	ALLOWED ON APEAL 24-04-2006



**f) Applicant Statement**

- Demolition of existing building comprising or a disused petrol filling station.
- Redevelopment of site to provide a mixed use scheme comprising of 14 no. Residential flats and health centre with ancillary car parking and amenity space.
- The purpose of the submitted full planning application is to seek the councils approval to minor amendments to a scheme granted planning permission ref: Appeal Decision APP/M5450/A/05/1195856 dated 24 April 2006

**g) Consultations:**

**Advertisement:** Major Application Expiry: 03-11-06

**Notifications:**

Sent: 58 Replies: 2 Expiry: 03-11-06

**Summary of Response:**

The main objection is from the residents in the adjoining properties (1 & 2 Clamp Hill) regarding the third storey. Being located to the South of these properties some overshadowing may occur

**APPRAISAL**

**1) Standard of Design and Impact on Character of Area**

The new application shows no amendment to the height, scale, bulk or massing of the application that was originally allowed. The design and appearance of the revised scheme is therefore acceptable, with only minor design revisions to the fenestration and balconies and entrance and exit doors. The main consideration is the loss of three balconies to the side elevation, which may be considered a loss of amenity. No rear plans were submitted and the number of balconies on the front of the building is to remain the same.

With the reduction of balconies proposed on the Northern side elevation, the revised plans will, if anything, benefit neighbouring residents, in particular the adjoining house beyond the Northern boundary.

It is considered that the revised scheme complies with the advice in Policy D4 in that it has taken into account the setting of the local townscape along with its scale and character.

**2) Provision of Housing and Density**

The proposal includes the provision of 12x2 & 2x1 bedroom flats. Council policies require the provision of additional housing and so the development is in accordance with Policy SH1. For new developments Council policies require

a density of no less than 150 habitable rooms per hectare. As this development exceeds this and so is in accordance with policy H4.

**3) Accessible Homes**

The proposal provides one dwelling that will be built to Wheelchair Housing Standards and those are to be built to Life Time Homes Standards are conditioned.

**4) Traffic Generation, Parking Standards and Access**

There is no objection on these grounds; the proposal is similar to that already permitted on appeal.

**5) Consultation Responses:**

The degree of overshadowing will be no greater than that which would have occurred with the development allowed on appeal.

**CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for Grant.

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**1 EASTCOTE RD, 200, 201, 202, 203  
GROVE AVE, PINNER**

**Item: 1/06  
P/2588/06/CFU/RP1**

Ward PINNER SOUTH

REDEVELOPMENT TO PROVIDE PART THREE STOREY PART TWO STOREY  
CARE HOME WITH NEW OPEN SPACE; PARKING AND LANDSCAPING

**Applicant:** GALLEY HOMES LTD  
**Agent:** CHBE ARCHITECTS

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## **RECOMMENDATION**

Plan 04.5572-01, 5572-02 Rev C ,5572-03 Rev C ,5572-04 Rev C, 5572-05,  
Nos: 5572-06, site location plan, and design & sustainability statement

- Inform the applicant that the proposal is acceptable subject to the completion of a legal agreement within one year (or such as the Council may determine) of the date of the Committee decision on this application relating to the proposed development on the site beyond which no further development will be permitted. The use of the building solely for the provision of accommodation and are to people on need of care.
- A formal Decision Notice, subject to the planning conditions noted below, will be issued only upon completion by the applicant of the aforementioned Legal Agreement.

**GRANT** permission for the development described in the application and submitted plans subject to the following condition(s) :

1 The development hereby permitted shall not commence until details that show how the principles and practices of the Secured by Design Award Scheme are to be incorporated into the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

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

2 The development hereby permitted shall not commence until details of (insert number of units) homes within this scheme, built to 'Lifetime Home' and / or 'Wheelchair' standards, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the homes have been completed in accordance with the approved details and thereafter retained.

REASON: To ensure that, where the development is capable of meeting 'Lifetime Home' or 'Wheelchair' Standards, the development complies with the policies of the Harrow Unitary Development Plan.

3 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

b: before the building(s) is/are occupied

c: in accordance with a timetable agreed in writing with the local planning authority

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

REASON: To safeguard the amenity of neighbouring residents and the character of the locality.

4 No demolition or site works in connection with the development hereby permitted shall commence before:-

(a) the frontage.

(b) the boundary.

of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

5 The development hereby permitted shall not commence until there has been submitted to, and approved by, the local planning authority, a scheme of hard and soft landscape works which shall include a survey of all existing trees and hedgerows on the land, indicating those to be retained and those to be lost. Details of those to be retained, together with measures for their protection in the course of the development, shall also be submitted and approved, and carried out in accordance with such approval, prior to any demolition or any other site works, and retained until the development is completed. Soft landscape works shall include: planting plans, and schedule of plants, noting species, plant sizes and proposed numbers/densities.

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

6 The plans and particulars submitted in accordance with the approval of landscaping condition shall include:-

(i) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point of 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;

(ii) details of the species, diameter (measured in accordance with para (i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (iii) and (iv) below apply;

(iii) details of any proposed topping or lopping of any retained tree, or of any tree on

land adjacent to the site;

(iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation within the crown spread of any retained tree or of any tree on land adjacent to the site;

(v) details of the specification and position of fencing, and of any other measures to be taken for the protection of any retained tree from damage before or during the course of development.

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

7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 2 years from the completion of the development, die, are removed, or become seriously damaged or diseased, 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.

8 The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars 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.

9 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 levels of the site, have been submitted to, and approved by, the local planning authority.

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.

10 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

(a) the extension/building(s)

(b) the ground surfacing

(c) the boundary treatment

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

REASON: To safeguard the appearance of the locality.

11 The use hereby permitted shall not commence until the car parking, turning and loading area(s) shown on the approved plan number(s) 04.5572-02C have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

REASON: To ensure the satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety.

12 The premises shall be used for the purpose specified on the application and for no other purpose, including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

REASON: (a) To safeguard the amenity of neighbouring residents and the character of the locality.

(b) To safeguard the character and viability of the shopping parade.

(c) In the interests of highway safety.

13 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 & Country Planning Act 1990.

14 The development hereby permitted shall not be occupied until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided.

15 The development of any buildings hereby permitted shall not be commenced until works for the disposal of surface water have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided.

16 Development of any buildings hereby permitted shall not be commenced until surface water drainage works have been carried out in accordance with details to submitted to and approved in writing by the Local Planning Authority. Prior to submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system (SuDs) in accordance with the principles of sustainable drainage systems set out in Appendix E of PPG25, and the results of the assessment shall be provided to the Local Planning Authority with the details. Where a SuDs scheme is to be implemented, the submitted details shall:

- a) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters; and
- b) specify the responsibilities of each party for the implementation of the SuDs scheme, together with a timetable for that implementation; and
- c) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details.

REASON: To ensure that adequate and sustainable drainage facilities are provided, and to prevent any increased risk of flooding.

17 Notwithstanding the submitted plans, the elevation facing Eastcote Road shall have a hipped roof.

REASON: To maintain the visual amenities of the area.

18 The standard for all main entrance door sets to individual dwellings and communal entrance door sets throughout the development hereby permitted shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets'.

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

19 The standard for all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

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

## **INFORMATIVES**

### **1 INFORMATIVE:**

#### **SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:**

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

Harrow Unitary Development Plan:

- SD1 Quality of Design
- SH1 Housing Provision and Housing Need
- EP11 Development within Floodplains
- EP12 Control of Surface Water runoff
- D4 The Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy

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## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1)** Floodplain (EP 11) and attenuation of storm water flow (EP12)
- 2)** Quality and Standard of design and layout (SD1, D4,D5)
- 3)** Affordable Housing (H5, H6)
- 4)** Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Major Development
Site Area:	0.39 ha net
Habitable Rooms:	99 , comprising 12 x 1 bed flats and 25x bed flats( plus common facilities such as dining room, lounge, hobby rooms and hair salon)
Density:	270 hrpa 100 dph
Car Parking:	Standard: On merit( restraint based approach submitted)
	Justified: 18
	Provided: 18
Council Interest:	None

### **b) Site Description**

- Irregularly-shaped site currently occupied by 1 Eastcote Road (The Pines) and four detached houses in Grove Avenue known as Little Silver, Medomsley, The Elms and Mayfield House
- Existing Buildings are two storey in height with pitched roofs.
- To the south the site is faced by the three storey block of flats in Grove Avenue and to the west by the Council's Milman's Resource Centre. To the



north stands 3 Eastcote Road which shares a boundary on two sides with the development site. Last to the east are two storey houses facing Marsh Road some of which are not in residential use. The end of their rear gardens form the site's east boundary.

**c) Proposal Details**

- Existing houses to be demolished.  
Redevelopment to provide extra care home with 37 flats and common facilities

**d) Relevant History**

P/362/06/CFU	REDEVELOPMENT TO PROVIDE THREE STOREY CARE HOME; PARKING AND LANDSCAPING	WITHDRAWN 01/06/2006
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**dd) Revisions compared with previous application**

- Three storey element linking Grove Road to Eastcote Road reduced to two storeys.
- Orientation of windows of the first floor of the link section changed to face Marsh Road rather than the rear of 3 Eastcote Road
- More landscaping introduced to car park with access to The Grove and provision made for recycling and on site collect by refuse freighter
- Flats reduced by three to 37 and balconies removed to avoid overlooking
- Flood Risk Assessment accepted by Environment Agency
- S 106 agreement will ensure that no flats are used as part of the general housing stock.

**e) Applicant Statement**

- Design and Sustainability Statement submitted.
- 'Extra Care' development defined as providing a home for life catering for all residents care needs. Each couple or individual will have their own front door and live their separate lives or as required use the services on offer such as meals, assistance with bathing and nursing if necessary on a 24 hour basis. Additional services also offered such as laundry, cleaning and maintenance.

**f) Consultations:**

- **Environment Agency:** No Objection

**Notifications:**

Sent:	Replies:	Expiry:
58	10	26-10 -06

**Summary of Response:**

Overlooking, effect on trees, loss of privacy, inadequate parking, traffic generation, loss of light and size height and scale

## **APPRAISAL**

### **1) Floodplain**

The submitted Flood Risk Assessment has been found satisfactory by the EA. It is noted that the ground floor level at 48.74m will be above both the 1 in 100 and 1 in 200 flood level at 47.97m. The development is regarded as being outside of the floodplain for a 1 in 100 and a 1 in 100+20% flooding event.

### **2) Standard of Design and layout**

The proposed building has its main frontage to Grove Avenue and extends through the site to face Eastcote Road. It is three storeys in height and two stories for the link in between. No balconies are now provided; an amenity area ( 170 m<sup>2</sup>) is located to the rear together with a patio( 240 m<sup>2</sup>). The elevation facing the rear of houses standing in Marsh Road, is some 30m plus away with the intervening land being primarily the rear gardens of those homes. Those windows serving habitable rooms in the link section facing Marsh Road are up to 33 to 39m distant. As for the issue of the scale and mass of the building the building is in three parts. That facing Grove Avenue which faces three storey flats on the other side of the road, the link section and the block facing Eastcote Road which is 3 storeys in height .

### **3) Affordable housing**

The nature of the housing proposed is in effect self-contained flats interwoven with all those elements to be found in a care and nursing home. In these circumstances to prevent independent flats being established bought and sold within the general housing market a S 106 agreement is to be executed before the planning permission is issued controlling the occupation of the flats .

### **4) Consultation responses**

Overlooking and privacy; The balconies have been removed and the windows along the side of the rear garden to No3 at first floor level are to a corridor not any habitable rooms. Windows face the other way and overlook the end of rear gardens to Marsh Road. Such is the distance between these windows at ground and first floor level it is not considered that any greater loss privacy occurs than that which already occurs Loss of light: the development stands more than 30m to the west of houses in Marsh Road. Applying the BRE guidelines no loss of daylight will occur and the loss of sunlight will be minimal. Turning to traffic and parking no objection has been made by Highways. The 14 parking spaces accessed from The Grove and the 4 spaces accessed from Eastcote Avenue will provide sufficient parking in this location which has a good public transport accessibility. To take the size height and scale of the building in turn the size is similar but larger than the Council's resource centre standing next door. The height is similar to the resource centre and the flats standing in The Grove. The scale of the building is a combination of two storey similar to nearby houses and three storeys similar to nearby flats. Last regarding trees the large trees on site

Item 1/06 : P/2588/06/CFU continued...

are shown to be retained and will be protected in accord with conditions attached to the permission.

**CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for grant.

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**44-46 KENTON RD, HARROW  
HA3 8AB**

**Item: 1/07  
P/2737/06/CFU/RP1**

Ward GREENHILL  
DEMOLITION OF 2 HOUSES AND CONSTRUCTION OF BLOCK OF 12 FLATS

**Applicant:** JAYSAM CONTRACTORS LTD  
**Agent:** C STEWART & R CASEY

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## **RECOMMENDATION**

Plan Nos: Plan Nos: KR/44-46/01,02,03,04,05,06,07,10,11,12,13,14 and 20 +  
Design and Access statement

**GRANT** planning permission for the development subject to the following conditions

1 The development hereby permitted shall not commence until details that show how the principles and practices of the Secured by Design Award Scheme are to be incorporated into the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

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

2 The standard for all main entrance door sets to individual dwellings and communal entrance door sets throughout the development hereby permitted shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets'.

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

3 The standard for all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

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

4 Prior to the commencement of the development hereby permitted, details that show how the standards set out in the Park Mark Safer Parking Award Scheme Guidelines are to be incorporated into the provision of the underground parking element of the scheme hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any construction works. Once approved, the development shall be carried out in

accordance with the agreed details.

REASON: In the interests of providing a safe parking environment compatible with delivering safer and more sustainable communities and to safeguard residential amenity by reducing the risk of crime and the fear of crime.

5 The demolition hereby permitted shall not commence before a contract for the carrying out of the works of redevelopment of the site has been made, and submitted to and approved in writing by the Local Planning Authority, and all the approvals required by the conditions attached to planning permission reference P/2737/06/CFU have been obtained.

REASON: To safeguard the appearance of the locality.

6 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

b: before the building(s) is/are occupied

c: in accordance with a timetable agreed in writing with the local planning authority

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

REASON: To safeguard the amenity of neighbouring residents and the character of the locality.

7 No demolition or site works in connection with the development hereby permitted shall commence before:-

(a) the frontage.

(b) the boundary.

of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

8 The existing access(es) shall be closed when the new access(es) hereby permitted brought into use, and the highway shall be reinstated in accordance with details to be submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the reinstatement works have been completed in accordance with the approved details. The works shall thereafter be retained.

REASON: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

9 The development hereby permitted shall not commence until there has been submitted to, and approved by, the local planning authority, a scheme of hard and soft landscape works which shall include a survey of all existing trees and hedgerows on the land, indicating those to be retained and those to be lost. Details of those to be retained, together with measures for their protection in the course of the development, shall also be submitted and approved, and carried out in accordance with such approval, prior to any demolition or any other site works, and retained until the development is completed. Soft landscape works shall include: planting plans, and schedule of plants, noting species, plant sizes and proposed numbers/densities.

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

10 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 2 years from the completion of the development, die, are removed, or become seriously damaged or diseased, 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.

11 The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars 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.

12 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 levels of the site, have been submitted to, and approved by, the local planning authority.

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.

13 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

(a) the extension/building(s)

(b) the ground surfacing

(c) the boundary treatment

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

REASON: To safeguard the appearance of the locality.

14 The proposed parking space(s) shall be used only for the parking of private motor vehicles in connection with the development hereby permitted and for no other purpose.

REASON: To ensure that the parking provision is available for use by the occupants of the site and in accordance with the Council's parking standards.

15 The development of any buildings hereby permitted shall not be commenced until works for the disposal of surface water have been provided on site in accordance with details to be submitted to, and approved in writing by, the local planning authority. The works shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided.

16 Notwithstanding the submitted plans the front main door shall be recessed not more than 600mm and the access security gates should be located at the south entrance to the archway.

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

## **INFORMATIVES**

### **1 INFORMATIVE:**

#### **SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:**

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

Harrow Unitary Development Plan:

H3 New Housing Provision - Land Identified for Housing and Vacant Sites

H4 Residential Density

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

H18 Accessible Homes

T13 Parking Standards

**2 INFORMATIVE:**

The applicant is advised that any window in the flank elevation of the development hereby permitted will not prejudice the future outcome of any application which may be submitted in respect of the adjoining property.

**3 INFORMATIVE:**

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

**4 INFORMATIVE:**

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

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

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

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

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [odpm@twoten.press.net](mailto:odpm@twoten.press.net)

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

**5 INFORMATIVE:**

Before implementing the planning permission hereby granted, or the works indicated in your certificate of lawful proposed development, the applicant is advised to contact the Council's Highways Crossings Officer on 020 8424 1799 or by email to [john.almond@harrow.gov.uk](mailto:john.almond@harrow.gov.uk) to find out whether the construction of the crossover is acceptable in highway terms.

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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Provision of housing and density (H3, H4)
- 2) Standard of Design and Layout (D4, D5)
- 3) New Residential Development - Amenity Space and Privacy (D5)
- 4) Accessible Homes (H18)
- 5) Parking Standards (T13)
- 6) Consultation Responses



## **INFORMATION**

### **a) Summary**

Statutory Return	Major Dwellings
Type:	
Site Area:	0.094 ha net, 0.108 ha gross
Habitable Rooms:	32
Density:	395 hrpa 90 dpha
Car Parking:	Standard: 16 (maximum) Justified: 5 Provided: 5
Council Interest:	None

### **b) Site Description**

- A rectangular site near to the junction of Gayton Road and Kenton Road currently occupied by two houses.
- The adjoining site to the west is occupied by a three storey block of flats and to the west lies another block of flats, Blenheim Court. To the north is situated a number of detached houses in Flambard Road.
- The existing properties are access from Kenton Road which leads to both Northwick Park station and Kenton station.
- The opposite (south) side of Kenton Road is within Brent.

### **c) Proposal Details**

- Demolish the two houses
- Construct a block of flats three storeys in height plus a penthouse.
- This will provide 4 x 1 bedroom flats and 8 x 2 bedroom flats.
- The rear garden is retained as an amenity area with five parking spaces. access is via an archway through the block.
- The large pine in the front garden is to be retained as are the other two preserved trees on site.

### **d) Relevant History**

None

### **e) Applicant Statement**

Design and Access Statement. Design reflects the outcome of pre application discussions with Planning Dept.

### **f) Consultations:**

Brent Council; No objection

**Advertisement:** Major Development Expiry: 17-10-06

**Notifications:**

Sent: 23 Replies: 3 Expiry: 17-10-06

**Summary of Response:**

Change of character of Flambard Road; too high; balconies and nearness will cause overlooking; traffic danger; noise and disturbance ;for a transient population and will make flats at No 48 colder.

**APPRAISAL**

**1) Provision of Housing and Density**

This proposal represents a high density scheme. Given its location within 600m of a tube station and NR station together with 5 bus services passing along Kenton Road its public transport accessibilty is high, complementing the density

**2) Design and Layout.**

The scheme for this site has been revised several times. The resultant building fits in with the those existing blocks along Kenton Road. The block is out of character with those houses in Flambards Road but that is a different area to Kenton Road and the fence line between the two roads marks the boundary of two different character areas.

The balconies and height of the block will give rise to overlooking of rear gardens in Kenton Road but to no greater degree than occurs already from existing blocks which overlook each others amenity areas. The overlooking which will occur to Flambards Road is mitigated by the distance between the new block and the existing houses, a minimum of 50m increasing to almost 60m as the new block has a staggered footprint.

**3) Affordable Housing**

The number of units proposed is insufficient to trigger the UDP policies regarding affordable homes.

**4) Parking Standards**

The parking provision is 30% of the maximum standard. With the site's location it is accessible by foot to the town centre some 700m away. This combined with the public transport accessibility and the existing restricting resident parking permit makes this lower provision acceptable.

**5) Consultation Responses**

Apart from the points raised in the above sections of the report, other issues

Item 1/07 : P/2737/06/CFU continued...

raised are: closer to houses; whilst this proposed block is closer to homes in Flambards Road this will not have material impact for the reasons given; traffic danger; the two homes currently have parking for 5 cars and vehicles reverse into the road.; the new parking is limited and vehicles will be able to leave and enter the highway in forward gear; more disturbance; the parking to the blocks of flats either side of the site are located to the rear of the gardens and the proposed five parking spaces will fit in with this arrangement

**CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for grant.

## SECTION 3 – OTHER APPLICATION RECOMMENDED FOR REFUSAL

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**LAND AT COPSE FARM,  
BROOKSHILL DRIVE, HARROW**

**Item: 3/01  
P/2610/06/CFU/ADK**

Ward HARROW WEALD

ALTERATIONS & CHANGE OF USE OF BARN TO WORKSPACE (B1);  
EXTENSIONS TO FARM BUILDINGS FOR 2 HOUSES AND CONSTRUCTION OF  
12 HOUSES.

**Applicant:** ZED HOMES  
**Agent:** PLANNING POTENTIAL

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**LAND AT COPSE FARM,  
BROOKSHILL DRIVE, HARROW**

**Item: 3/02  
P/2607/06/CCA/ADK**

Ward HARROW WEALD

CONSERVATION AREA CONSENT: DEMOLITION OF FARM BUILDINGS AND  
OUT HOUSES.

**Applicant:** ZED HOMES  
**Agent:** PLANNING POTENTIAL

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**P/2610/06/CFU**

### **RECOMMENDATION**

Plan Nos: 1347/11 Rev C; 22, 25, 27, 100 Rev C, 116 Rev D, 117 Rev A, 118 ,  
119 Rev A, 120 Rev A, 121 Rev A, 122 Rev A, 123, 124, 125, 126,  
127, 128 Rev A, 129, 130 Rev A, 131 Rev A, 132, 133, 145, 146, 147,  
148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161,  
162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175,  
176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 200,  
201, 202 Rev A, 203, 1 x Planning Statement, 1 x Ecology Survey, 1 x  
Sustainability Statement & 1 x Design and Consultation Statement.

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

- 1 The proposed development is inappropriate development in the Green Belt and very special circumstances to justify it being allowed in the Green Belt have not been demonstrated to the satisfaction of the Local Planning Authority.
- 2 The proposed houses, by virtue of size, siting, and suburban layout, would provide excessive bulk, result in an excessive loss of openness, be visually intrusive and overbearing and give rise to a suburban form of development on this rural site, to the detriment of the streetscene, the character of the Green Belt, The Area of

Special Character and would fail to preserve or enhance the character and appearance of the Brookshill Drive and Grimsdyke Estate Conservation Area.

3 The excessive number of on site parking spaces proposed would lead to a loss of openness and the area's semi-rural atmosphere to the detriment of the character of the Green Belt and the character and appearance of the Brookshill Drive and Grimsdyke Conservation Area.

4 The proposal would give rise to the unacceptable demolition of locally listed buildings which make a positive contribution to the character and appearance of the Conservation Area.

## **INFORMATIVES**

### **1 INFORMATIVE**

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, SD2, SEP1, SH1, SH2, SEM3, SEP5, SEP6, EP7, EP8, EP20, EP21, EP27, EP28, EP31, EP32, EP33, EP34, EP37, D4, D5, D12, D14, D15, D16, H4, H7 & R7

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## **P/2607/06/CCA**

## **RECOMMENDATION**

Plan Nos: 1347/11 Rev C; 22, 25, 27, 100 Rev C, 116 Rev D, 117 Rev A, 118 , 119 Rev A, 120 Rev A, 121 Rev A, 122 Rev A, 123, 124, 125, 126, 127, 128 Rev A, 129, 130 Rev A, 131 Rev A, 132, 133, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 200, 201, 202 Rev A, 203, 1 x Planning Statement, 1 x Ecology Survey, 1 x Sustainability Statement & 1 x Design and Consultation Statement.

**REFUSE** conservation area consent for the development described in the application and submitted plans for the following reason(s):

1 The proposal demolition, in the absence of an acceptable proposal for the replacement of the buildings, would be inappropriate and detrimental to the appearance and character of this part of the Conservation Area.

## **INFORMATIVES**

### **1 INFORMATIVE**

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, SD2, SEP1, SH1, SH2, SEM3, SEP5, SEP6, EP7, EP8, EP20, EP21, EP27, EP28, EP31, EP32, EP33, EP34, EP37, D4, D5, D12, D14, D15, D16, H4, H7 & R7

## MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Development in the Green Belt Land, Area of Special Character and Conservation Areas (SEP5, SEP6, SD1, SD2, EP31, EP32, EP33, EP34, EP37)
- 2) Standard of Design and Layout (D4, D5, SD1, EP34)
- 3) Provision of housing and density (H3, H4, H7, H18)
- 4) New Residential Development - Amenity Space and Privacy (D5)
- 5) Parking Standards (T13)
- 6) Consultation Responses

## INFORMATION

### a) Summary

Statutory Return Type:	Major Dwellings
Green Belt	Yes
Conservation Area:	Brookshill Drive and Grimsdyke Conservation Area
Area of Special Character	Harrow Weald Ridge
Site Area:	0.97776 ha gross
Habitable Rooms:	80
Density:	81 hrph
Car Parking:	Standard: 24.8 Justified: None given Provided: 27
Council Interest:	None

### b) Site Description

- The application site is located between Old Redding and Brookshill Drive and forms part of Copse Farm.
- The site is located within the Green Belt, the Grimsdyke Estate and Brookshill Drive Conservation Area and the Harrow Weald Ridge Area of Special Character.
- The site has been used as “ Suzanne’s Riding School” since 1939 but at present the site is unoccupied since the riding school recently closed down.
- The western part of the site comprises Copse Farm House and Copse Farm Barn which are both locally listed and the oldest buildings in the Conservation Area.
- These two buildings are also set within a courtyard grouping of agricultural buildings.
- This would include a stabling block attached to Copse Farm Barn and, to the south of Copse Farm House, single storey stabling and tack facilities. To the south eastern corner of this courtyard is a large agricultural building (indoor paddock) with a ménage along the southern boundary of the site.

- The eastern part of the site has also been designed in a horseshoe shape and comprises of two residential dwellings; Dairy Cottage and Farm Cottage and stable blocks to the south and west. To the south of the courtyard, these two stable buildings are linked by an archway which allows access to a large ménage beyond.
- Dairy Cottage, Farm Cottage, the stables and archway are locally listed.
- Four residential dwellings are located to the north of the application site on the opposite side of Brookshill Drive.
- Bridle Cottages are located opposite Dairy Cottage and Farm Cottage and are Grade II listed buildings.
- No's. 1 and 2 Brooks Hill Cottage comprise of a two storey semi-detached dwelling located opposite Copse Farm House and Copse Farm Barn.
- Red Corners, a two storey detached dwelling is located adjacent to the eastern boundary of the application site. The south and west part of the application site is surrounded by open fields and land in agricultural use.

### **c) Proposal Details**

- The site can be divided up into two distinct areas namely the eastern courtyard and the western courtyard.
- In the eastern courtyard Dairy Cottage, Farm Cottage, locally listed stables along the eastern boundary and the hayloft arch are to be retained while the rest of the locally listed stables demolished.
- These buildings are to be replaced with 5 houses (No's 6,7,8,9 & 10) comprising 3 x three bed, 1 x four bed and 1 x two bed dwellings and the large ménage area of hardstanding to the south is to be removed and landscaped.
- In the western courtyard the locally listed Copse Farm Barn would be retained and converted in to office space (B1 Use Class).
- The stable block to the south of the barn is to be partially demolished with the two storey element converted and extended to form 2 houses (No's 4 & 5) comprising 2 x three bed dwellings.
- Demolition of the stables to the south of Copse Farm House to provide 2 houses (No's 1 & 2) comprising 2 x four bed dwellings.
- Demolition of the two storey agricultural shed formerly used as an indoor arena to provide 5 x four bed houses (No's 3, 11, 12, 13 & 14).
- Proposed access points to the development would remain as existing with the main access road being Brooks Hill Drive leading to Brookshill Road. existing surfaces within the eastern and western courtyards would be retained and repaired.

### **Revisions to Previous Application:**

Following the previous decisions (P/3090/05/CFU and P/3101/05/CCA) the following amendments have been made:

- House No's 1 and 2 now oriented in the position of former building on site, designed to appear as barn conversions.
- House No 3 has been removed from previous location (adjoining House No

- 4) to adjoin House No 11 (forming part of the terrace).
- House No 8 changed to single storey dwelling roughly following the footprint of the existing structure to be demolished.
- House No 9 would have a smaller footprint.  
The locally listed stables along the eastern boundary of the site are now being retained and converted in to House No's 6 and 7, only the glazed canopy would be removed.

**d) Relevant History**

P/1048/04/CFU	Two storey rear extension and detached garage (revised).	REFUSED 16-JUN-04 APPEAL DIMISSED 18-FEB-2005
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Reasons for Refusal:

- 1 The proposal would be an overdevelopment of the site to the detriment of the Area of Special character contrary to Green Belt Policy.
- 2 The proposal would adversely affect the character of the building to the detriment of the Conservation Area, Area of Special Character and openness of the Green Belt.

P/3090/05/CFU	Alterations and change of use of barn to work space (B1). Extensions to farm building for 2 houses. Construction of 12 dwellings.	REFUSED 07-JUNE-06
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Reasons for Refusal

1. The proposed development is inappropriate development in the Green Belt and very special circumstances to justify it being allowed in the Green Belt have not been demonstrated to the satisfaction of the Local Planning Authority.
2. The proposed houses, by virtue of size, siting, and suburban layout, would provide excessive bulk, result in an excessive loss of openness, be visually intrusive and overbearing and give rise to a suburban form of development on this rural site, to the detriment of the streetscene, the character of the Green Belt, The Area of Special Character and would fail to preserve or enhance the character and appearance of the Brookshill Drive and Grimdsyke Estate Conservation Area.
3. The excessive number of on site parking spaces proposed would lead to a loss of openness and the area's semi-rural atmosphere to the detriment of the character of the Green Belt and the character and appearance of the Brookshill Drive and Grimdsyke Conservation Area.
4. The proposal would give rise to the unacceptable demolition of locally listed buildings which make a positive contribution to the character and appearance of the Conservation Area.

P/3190/05/CCA	Conservation Area Consent : Demolition of farm buildings and outhouses.	REFUSED 07-JUN-06
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Reasons for Refusal:

1. The proposal demolition, in the absence of an acceptable proposal for the replacement of the buildings, would be inappropriate and detrimental to the appearance and character of this part of the Conservation Area.

**e) Applicant Statement**

The applicant submitted:

- A Planning Statement
- Design & Access Statement
- Ecological Survey
- Viability Report
- Report by ZED Homes re sustainability

**f) Consultations:**

- The Hatch End Association: Proposal would be detrimental to character of Grimsdyke-Brookshill Conservation Area and Area of Special Character of Harrow Weald Ridge, development would be inappropriate and contrary to Green Belt policies both locally in the UDP and nationally in PPG2, would require 'very special circumstances' to outweigh the harm that would be done to Green Belt and believe they don't exist; site is not listed as major development site and therefore new build dwellings are not appropriate use; no evidence Green Belt use had been sought; development might be of high quality design but due to cramped lay-out it would have impact on openness, some of dwellings have below standard amenity space, hardstanding patios, parking spaces, fences, sheds, refuse bins and other domestic structures could reduce space and openness further resulting in creating detrimental urban conurbation in semi-rural setting; function of Green Belt would be compromised; would not contribute to affordable housing requirement, public transport provision limited in area and would attract car users; objecting to shuttered windows on north side of barn as it would detract from character of building and removal of locally listed stable blocks which form the character of the building; new buildings would be overdevelopment undermining character of Conservation Area; wind generators would look incongruous; loss of farm buildings would damage semi-rural feature; would be intrusive in views from within Green Belt; no satisfactory plan in terms of parking arrangement and access.
- Thames Water: There are public sewers crossing the site, therefore no building will be permitted within 3 metres of the sewers without Thames Water's approval.
- Environment Agency: no response
- CAAC:  
"Open, agricultural character of the conservation area would be detrimentally affected by change of use to residential; site would become urbanised and the open character, which is integral to the area, would be lost; requirements of Green Belt policies to justify any unacceptable uses are pertinent for the conservation area too and reasons for building in such a sensitive location have not been justified. Proposal does not appropriately convince that all avenues for a rural use has been exhausted; the unmade track which is part

of the rural character is unlikely to sustain the amount of housing proposed and as such this key semi rural area will be lost.”

**Advertisement** Character of Conservation Area Expiry: 16-02-05

**Notifications:**

Sent: 261 Replies: 214 Expiry: 30-01-06

**Summary of Response:**

Inappropriate development in the Green Belt, increase in buildings would reduce openness in Green Belt, mass and bulk of buildings are not in keeping with Conservation Area and Area of Special Character, would remove views of surrounding countryside from the Harrow Circular Walk and footpath leading to Bannister Centre – will ruin visual amenity of area, just moneymaking project and proposal would not benefit community as a whole; views in and out of this site as seen by the public using bridleway, footpaths and sign posted circular walk would be adversely affected, traffic which would be generated by proposal would create large volume of noise, fumes and pollution; mini-urban estate within Green Belt at this rural location would set precedent which would impair integrity and special character of the area; public right of way from Old Reading and Brookshill Drive to the Bannister Athletics stadium may be removed; would destroy unspoilt rural location at top of attractive valley; would destroy Brookshill Drive Conservation Area, the Harrow Weald Ridge Area of Special Character and the setting of Locally listed buildings; would destroy historical character of area known as the “City” which dated back to 18<sup>th</sup> & 19<sup>th</sup> century when area was used for making bricks and tiles; development would eliminate this site as Green Belt land; would remove link with Harrow’s past being one of few complexes of farm buildings left in the Borough; development is suburban looking; development is unsustainable from transport aspect as every journey would require use of car; no serious attempt has been made to sell farm as an agricultural, horticultural or riding establishment, would seriously impact on local wildlife; application would cause more of Green Belt to be lost; proposed buildings would result in significant detrimental change to landscape of area and would not blend with surrounding countryside; are no valid reasons to allow inappropriate Green Belt development on this site and if allowed, would set precedent for speculative buying up Green Belt land with subsequent over-development and destruction; construction of 14 houses with parking for approximately 30 cars would alter perspective of historic area; propose development conflicts with relevant Green Belt and UDP policies; proposal would not respect existing pattern of development in terms of siting and spacing of properties and their setting; transform area into more urban sprawl with high levels of vehicular activity adversely impacting neighbours and public generally; proposed development is inappropriate for the size of the plot and surrounding area; site not allocated for housing in the Local Plan; proposed development would cause harm to opens of Green Belt by reason of its excessive volume, bulk and height modest reduction in footprint will not offer significant benefits to

openness of Green Belt when weighed against massive increase in bulk, volume and heights of the proposed development; application site in an area with that has lowest public transport accessibility index in Borough and increase in cars and car parking would further harm Green Belt; scale of the development would be disproportionate, overbearing and out of context with rural setting; farm buildings are essential part of appropriate building pattern of the farm site and since property has been taken over with no intention of continuing the riding school, enforced dereliction has taken place.

surrounding area; site not allocated for housing in the Local Plan; proposed development would cause harm to opens of Green Belt by reason of its excessive volume, bulk and height modest reduction in footprint will not offer significant benefits to openness of Green Belt when weighed against massive increase in bulk, volume and heights of the proposed development; application site in an area with that has lowest public transport accessibility index in Borough and increase in cars and car parking would further harm Green Belt; scale of the development would be disproportionate, overbearing and out of context with rural setting; farm buildings are essential part of properties and their setting; transform area into more urban sprawl with high levels of vehicular activity adversely impacting neighbours and public generally; proposed development is inappropriate for the size of the plot and surrounding area; site not allocated for housing in the Local Plan; proposed development would cause harm to opens of Green Belt by reason of its excessive volume, bulk and height modest reduction in footprint will not offer significant benefits to openness of Green Belt when weighed against massive increase in bulk, volume and heights of the proposed development; application site in an area with that has lowest public transport accessibility index in Borough and increase in cars and car parking would further harm Green Belt; scale of the development would be disproportionate, overbearing and out of context with rural setting; farm buildings are essential part of appropriate building pattern of the farm site and since property has been taken over with no intention of continuing the riding school, enforced dereliction has taken place.

One letter of support was also received stating the following: the proposal is sympathetic to the area and that it would enhance the immediate vicinity, reinvigorating the small, local community; development would be of a suitable scale to surrounding environment; building highly sustainable and exceptionally energy efficient houses would create development that manages to preserve and enhance the area.

## **APPRAISAL**

### **1) Development in the Green Belt, Area of Special Character and Conservation Area Impact**

#### Green Belt

The application site lies within designated Green Belt land, the Harrow Wield Ridge Area of Special Character and the Brookhill Drive/Grimsdyke Conservation Area. The principle of redevelopment of the site in the Green Belt for residential purposes is therefore key to the determination of the application.

PPG2 (Green Belts) contains a presumption against inappropriate development which is harmful to the Green Belt. Inappropriate development should not be approved unless there are very special circumstances so that the harm caused is clearly outweighed by other considerations. In addition to PPG2, UDP policies EP32, EP33 and EP34 require that development and changes of use will be controlled within the Green Belt to ensure that the land remains primarily open and the existing environmental character is maintained or enhanced. Furthermore, policies also require that ancillary facilities such as car parking, and intensification of uses, do not have an adverse impact on the Green Belt.

By virtue of PPG2 and policy EP32, residential development is inappropriate in the Green Belt and therefore the principle of redevelopment for this purpose is contrary to Green Belt policy. It is considered that although the proposed development have a smaller footprint than the existing buildings, the dispersal of the proposed development over a larger area of the site together with enclosed gardens, would have an adverse impact on the character and openness of the Green Belt. The change of use of Copse Farm Barn to office space / B1 is also considered to be an inappropriate development. The change of use to office space is likely to require relatively limited intervention to the historic fabric of the building but the proposed use would require parking provisions and generate more traffic which the road would be unable to sustain and would therefore alter the semi rural character of the area and have an adverse effect on the openness of the Green Belt.

PPG 2 also states that very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The onus rests on the applicants to demonstrate the special circumstances which would justify this inappropriate use in the Green Belt. The applicants submitted a Marketing History Report and a Viability Report. The Marketing History Report stated that discreet marketing was undertaken in January 2003 with no success and that the site was marketed again from April 2003 as a riding school with no interest. It is considered that the Market History Report does not contain sufficient evidence to justify the change of use of the site. It does not show sufficient marketing evidence for example the period of marketing, why stabling and/or other acceptable Green Belt uses are not considered to be viable or any other justification. The Viability Report does explore a few other Green Belt uses and state reasons why these uses are not considered to be viable. It also contains information on the period and method of marketing undertaken during the course of 2006 with feed back from interested parties. However, it is considered that the period and method of marketing were too limited to ascertain that any Green Belt use is viable on this site. Any assertion would have to be backed up by relevant evidence/proof and the Council has to date not received any further information that would justify a departure from policy.

#### Conservation Area and Area of Special Character

The application site lies within the Brookshill Drive and Grimsdyke Conservation Area and within an Area of Special Character. The area has a semi-rural character and is characterised by open landscapes, agricultural buildings with

farmyard layout, views looking south over Harrow and west towards London and with limited housing that helps to protect the sense of openness.

Copse Farm House and Copse Farm Barn with adjoining stables are locally listed and are the oldest buildings within the conservation area. Dairy Cottage, Farm Cottage and the adjoining and surrounding stables are locally listed as a group. The spaces created between the buildings and the courtyard and horseshoe shape layout of the buildings are integral to the area. The 20<sup>th</sup> century buildings at Copse Farm were built to provide additional stabling and tack facilities and as recent agricultural buildings, they are characteristic to the area.

It is therefore considered that the change of use to residential would have a detrimental effect on the open, agricultural character of the area. The site would become urbanised and the open character which is integral to the area, would be lost.

The proposal also entails the demolition of farm buildings and a locally listed building. The locally listed buildings are valuable heritage assets to the area, and the layout of these are significant to the area's character. Although the 20<sup>th</sup> century farm buildings and lean-to structures are of no particular architectural merit, they do add to the areas agricultural character. PPG 15 and UDP policies D12 and D14 make reference to the presumption against the demolition of buildings which make a positive contribution to the character of the conservation area. The demolition of the locally listed building and traditional farm buildings are considered to be unacceptable as their loss would have a detrimental effect on the character and appearance of the area.

In addition to this, PPG15 also requires the local authority to be satisfied that real efforts have been made without success to continue the present use or to find compatible alternative uses for the building. No strong evidence to justify the locally listed building's demolition has been submitted and as such, together with the reasons stated above, the demolition of the locally listed building and farm buildings are considered to be contrary to policy.

#### Building on Open Land

The area are characterised by clear open views over surrounding fields with pleasant vistas created between the buildings. The existing openness of the site and the historic courtyard and horseshoe layout of the buildings should be respected. The proposed development entails the erection of a building (House No 3) on previously undeveloped land. The proposed development is therefore considered to be detrimental to the area's sense of openness and significant views which are key to the area's significance. The proposal is therefore contrary to UDP policies D15, SEP6 and EP33.

## **2) Standard of Design and Layout**

The main issues are the appearance of the proposed development (design considerations) and the effects on the character and appearance of the area

New development should respect the character and landscape of the locality within which it is to be built and should have a satisfactory relationship with adjoining buildings.

#### Copse Farm Houses 1 and 2

Copse Farm House is the principle building of the farmstead and any proposed new buildings in proximity to this building should therefore be subservient to the farmhouse to ensure the preservation of the character and appearance of the area. Houses 1 and 2 are however similar in size to Copse Farm House and are considered to be an inappropriate addition as the scale and proportions would appear overdominant in the location.

#### Copse Farm Barn

Copse Farm Barn is a locally listed building. It is important therefore that the conversion and/or change of use and required alterations would be respectful to the historic function of the building and historic fabric. The proposed change of use to office space is considered to require limited intervention to the historic fabric of the building and as the proposal only entails restricted external alterations to the internal courtyard, it is considered to be acceptable from a design/locally listed point of view. However, the change of use would lead to an intensification in use of the building and increase in traffic with parking requirements which would be harmful to the semi-rural character of the conservation area and harmful to the openness of the Green Belt.

#### Houses 4 & 5

Houses 4 and 5 utilise the historic fabric and convert the stables into residential units. There are no objections to the design of these buildings as it is sympathetic to the character of the area and respects the courtyard layout of the farmyard. The removal of the additions to the rear of this building is also welcomed. However, the proposed car parking and landscaping are considered to have a detrimental effect on the courtyard space which should be kept clear to retain the historic formation and space between buildings.

#### Houses 6 & 7

The locally listed building would be converted in to Houses 6 & 7 and the glazed canopy removed. The retention of the locally listed building together with its historical layout, is considered to be a valuable contribution to the character and appearance of the area. This part of the proposal is therefore welcomed.

#### Houses 8, 9 & 10

As stated in various sections of the report, the area is characterised by open landscapes, agricultural buildings with farmyard layouts and views created between buildings, wide views over Harrow as the land falls away and long

views over the stable roofs at this part of the site. The proposed houses would be higher than the existing locally listed building that is to be demolished to make way for the proposed development. This would have a detrimental effect on the current views enjoyed over the stable roofs and would diminish the open rural character of the area. The loss of the locally listed building that makes a positive contribution to the character of the area is also considered to be unacceptable.

#### Houses 3,11-14

The demolition of the indoor paddock is considered to be acceptable as it does not make a positive contribution to the character of the conservation area. The proposal entails the construction of 5 sustainable houses in the place of the indoor paddock. Detailed drawings for this part of the proposal have not been submitted but the replacement buildings appear to be of innovative design and its low setting would help to retain the openness and views over the buildings.

### **3) Provision of Housing and Density**

The proposal includes the provision of 5 x 3, 7 x 4 and 2 x 5 bed houses. Council policies require the provision of a mix of dwelling sizes to reflect Boroughwide housing needs. The provision of family sized accommodation in this location is considered to be in accordance with Policies SH1, SH2 H7 which also seek to meet the housing needs of all household sizes. However, as stated earlier in the report, residential development is considered to be inappropriate use in the Green Belt and as such the proposal is unacceptable in principle. In addition to this, the proposed development would be low density with a density of 81 habitable rooms per ha. This would be below the recommended minimum figure of 150 habitable rooms per hectares.

### **4) New Residential Development – Amenity Space and Privacy**

New residential development should be designed to ensure adequate privacy for new and existing housing. There is a higher expectation of privacy at the rear of dwellings and this should be considered in new developments to minimise the potential for direct overlooking and loss of privacy to private garden areas.

The proposed development has been designed in such a way as to prevent overlooking of habitable room windows and to provide private amenity space for all the proposed dwellings. The proposal is therefore considered to be satisfactory in terms of amenity and privacy of prospective occupiers of the proposed dwellings.

### **5) Parking Standards and Access**

Proposed access point to the development would remain as existing with the main access road being Brookshill Drive. Existing surfaces within the eastern and western courtyards and adjacent bridlepath would be retained and repaired. House No's. 11-14 are to be accessed via the existing shingle covered road

which runs through the site. It is proposed to be informally surfaced.

The proposed development makes provision for approximately two car parking spaces per dwelling (apart from No's 6, 7 and Farm Cottage which would have access to single garages) and 7 car parking spaces for the new office space, as such the potential of 27 cars would significantly impact on the area. This is considered to be unacceptable in this location.

- 6) Relevant consultation responses that objected to the proposed development have been discussed and addressed above.

### **CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for refusal.



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**Land R/O 71 Bridge Street  
Pinner**

**Item: 3/03  
P/2443/06/CFU/DC3**

Ward PINNER

DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF 7-STOREY BUILDING TO PROVIDE 34 FLATS

**Applicant:** ZED Homes  
**Agent:** Planning Potential

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## **RECOMMENDATION**

Plan 4437(1)04H, 4437(1)05G, 4437(1)06F, 4437(1)07H, 4437(1)08D,  
Nos: 4437(1)09B, 4437(1)11, 4437(2)04G, 4437(2)05F, 4437(2)06E, 4437(2)07F,  
4437(2)008C, 4437(2)09C, 4437(2)10A, 4437(2)11, Planning Statement,  
Environmental Noise Assessment, Design & Access Statement, Site  
Investigation Report, Transport Report, Archaeological Assessment, Swift  
Rooftop Wind Energy System Technical and Planning Information Pack,  
4437-92, 4437-93, 4437-94, 4437-95, 4437-96, 4437-101, Viability Report

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

- 1 The proposed development, by reason of poor siting and layout and excessive site coverage by buildings would be an inappropriate form of residential development in this commercial location, resulting in poor living conditions for future occupants contrary to policies D4 and D5 of the Harrow Unitary Development Plan 2004.
  
- 2 The proposed development by reason of excessive height, and poorly positioned balconies would result in unacceptable overlooking and loss of privacy to residents of neighbouring properties contrary to policy D5 of the Harrow Unitary Development Plan 2004.
  
- 3 The proposed building, by way of poor design and excessive height, would have an adverse impact on the character and appearance of the town centre, the overall streetscene and the neighbouring Conservation Areas, contrary to policies SD1, SD2, D4,D5, D7, D14 of the Harrow Unitary Development Plan 2004.
  
- 4 The proposed development, by way of poor access, design and layout and its locality, would fail to meet the key principles of Secured By Design and Safer Places contrary to policy D4 of the Harrow Unitary Development Plan 2004.
  
- 5 The proposed development by reason of its locality to sources of noise

disturbance, would have an adverse effect on the amenity of future residents contrary to policies EP25 and D5 of the Harrow Unitary Development Plan 2004.

6 The proposed development, by way of insufficient provision of affordable housing units, would be contrary to policy H5 of the Harrow Unitary Development Plan 2004.

7 The proposed development, due to an access road that is too narrow, would fail to safely accommodate vehicle access contrary to policy D4 of the Harrow Unitary Development Plan 2004.

8 The proposed development, by way of providing insufficient space for the turning of commercial and service vehicles, would lead to lengthy reversing manoeuvres along the access road making it unsafe and contrary to policy D4 of the Harrow Unitary Development Plan 2004.

9 The proposed development, by way of insufficient visibility between drivers of vehicles exiting the site and pedestrians walking along the footway of Bridge Street, would be prejudicial to the safety of pedestrians contrary to policy D4 of the Harrow Unitary Development Plan 2004.

10 The proposed development would prejudice the implementation of Service Road Proposal 5 as identified in the Harrow Unitary Development Plan 2004, contrary to policy T16.

11 The proposed Development, by way of poor internal layout, would fail to meet requirements of Life Time Homes Standards and Wheelchair Homes Standards, contrary to policy H18 of the Harrow Unitary Development Plan 2004 and the Council's Supplementary Planning Document on Accessible Homes.

12 The proposed development, by reason of failing to clearly demonstrate the site is no longer suitable for employment use and failing to demonstrate that a mixed-use development for the site had been investigated, would result in the loss of employment land contrary to policies EM8 and EM15 of the Harrow Unitary Development Plan 2004.

## **INFORMATIVES**

### **1 INFORMATIVE:**

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SH1, H3, H5 H6, H18, SD1, SD2, D4, D5, D7, D8, D14, EP22, EP25, ST1, T13, T16, EM8 & EM15.

## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Provision of housing, affordable housing and density (SH1, H3, H4, H5, H6)
- 2) Secure By Design & Safer Places (D4)
- 3) Standard of Design & Layout and Impact on Conservation Area (SD1, SD2, D4, D7, D14)
- 4) New Residential Development - Amenity Space and Privacy (D5, D8, EP22, EP25)
- 5) Accessible Homes (H18)
- 6) Parking Standards and Highway Safety (ST1, T13, T16, D4)
- 7) Employment Use & Town Centre Vitality (EM8, EM15)
- 8) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Major Dwellings
Site Area:	0.1131 ha
Habitable Rooms:	72
Density:	637 hrph    301 dph
Car Parking:	See Report
Council Interest:	None

### **b) Site Description**

- Vacant brown-field site to the rear of 71 Bridge Street
- Formally used as car repairs and car spraying (use class B2)
- Railway tracks to the rear with associated London Underground Metropolitan Line and Chiltern Mainline trains
- Existing access off Bridge Street
- Waxwell Lane Conservation Area on opposite side of Bridge Street
- Post office directly adjacent with loading/delivery yard area to rear
- Identified UDP service road accommodating retail units on Bridge Street on boundary with proposal site Retail, commercial and residential uses to front of site on Bridge Street.

### **c) Proposal Details**

- Existing single-storey buildings to be demolished.
- Redevelopment to provide 34 self-contained flats, 6 affordable & 28 private.
- Construction of 7 Storey Building, with balconies to front and rear elevations.
- 5 off street parking spaces to be provided, 2 disabled spaces and 3 normal spaces.
- Site accessed using existing 3m wide access road.
- Building to incorporate sustainability principles such as bio mass power, solar panels, water saving, recycling and super insulation.

**d) Relevant History**

None relevant

**e) Applicant Statement**

- Compliance with London Housing Targets
- Development of Brownfield site
- Adequate amenity space provision
- Site unable to be sold for B use class
- Good access to local amenities & public access
- Overall gains of B use class in Harrow over recent years
- Development would not prejudice Harrows service road aspirations
- Design and scale of building not overbearing on surrounding area  
Scheme to be developed to Eco-excellent standards

**f) Consultations:**

- English Heritage: No objection
- Metropolitan Police: Objection - fails to meet principles of safer places and secured by design.
- CACC: No comment

**Advertisement:** Character of Conservation Area & General Notification Expiry: 02-11-06

**Notifications:**  
Sent: 28 Replies: 3 Expiry: 24-10-06

**Summary of Response:**

Access road too narrow for heavy vehicles i.e. fire engines and service vehicles, increase in traffic have an adverse effect on neighbouring amenity, increase in pedestrians using existing access dangerous, proposal would hinder the existing parking and access to rear used by residents and businesses on Bridge Street, doubts as to whether applicant owns the access road, proposal will generate demand for far more than 5 cars, no provision for visitor parking, site only been vacant for just over 1 year, 7 storey high building would be overbearing on surrounding properties, concern over barrier to control access to site with respect of existing users access rights.

## **APPRAISAL**

### **1) Provision of Housing, Affordable Housing and Density**

This proposal represents an additional 34 units to the Harrow housing stock and would contribute to meeting annual housing targets for the borough. This aspect of the development is supported in principle. The allocation of affordable units falls below the minimum 30% requirement as required in policy H5 of the Harrow Unitary Development Plan 2004 (HUDP) with only 6 units out of 34 being allocated for affordable. Justification for this shortfall is explained in the applicants Viability Report, however this is considered to be inadequate therefore the policy requirement stands.

The overall density of the proposal is well above the minimum requirement of 150 habitable rooms per hectare (hrph) as stated in policy H4 of the HUDP. The proposed density of 637hrph would be commonly found in a central London intensive residential development, however it is considered that this figure is excessive and inappropriate for Pinner even in the town centre location. It is considered in this respect that the proposal represents overdevelopment of the site.

### **2) Secure By Design & Safer Places**

Secured By Design and Safer Places principles have not been met by the applicant with this proposal. Feedback from the Metropolitan Police highlights numerous concerns with the proposal.

The proposed entrance to the site is considered to be very poor and would compromise security of any user of the site. The success and failure of a place as part of a sustainable community is influenced by the nature and quality of its means of access. Poorly thought out access can greatly increase the opportunities to commit crime. Surrounding buildings should ideally overlook access points to residential developments. The proposed entrance to this development is not overlooked and as a result has virtually no natural surveillance. The entrance is narrow and would be intimidating for future users especially at night. It is also a natural pinch point that has the potential to attract crime and anti-social behaviour.

With regards to boundary security there appears from the plans submitted to be no provision for the positioning of gates/fencing restricting pedestrian access to the building and its communal areas to residents only.

The disabled undercroft car parking has no natural surveillance. This would make any person or vehicle utilising this area an easy target for thieves or vandals. This area would also be an ideal spot for young people to loiter, as it would be dry and out of view.

It appears from the plans submitted, that there is no access control on the communal entrances. The communal entrances to such a development should always be fitted with an audio and visual access control system with electronic lock release; this would then be linked to all of the flats.

The installation of tradesperson release buttons is considered unacceptable. These provide the opportunity for a significant proportion of flat burglaries and should be omitted from the proposal.

The design of balconies should make it impossible for anyone to be able to either climb up or descend the building utilising the balconies. The balcony fronts and sides must consist of a small gauge mesh, solid glass, wood or plastic positioned in front of the 'I' post, to alleviate climbing points. This does not appear to have been included as part of the proposed development.

The plans do not show where the utility metres are to be located. Utility meters should be placed outside of the dwellings or in positions where they can be read from outside. This is to remove the potential for bogus caller burglars.

The plans do not show if the drainpipes are recessed or designed to prevent access.

With regards to the boil house, the option of an external stairwell leading to the underground boiler provides a loitering area for young people, a litter magnet or the potential as being used as a urinal. This is compounded by being so close to one of the main entrances to the building. The option of the boiler house being positioned behind the bike store creates a recessed area ideal for loitering, graffiti or for criminals to hide undetected until a potential victim approaches the bike store.

For the above reasons it is considered that the proposal fails to meet the basic principles of Secured By Design and Safer Places contrary to policy D4 of the HUDP 2004.

### **3) Standard of Design & Layout and Impact on Conservation Area**

The overall design of the proposal is considered to be out of context with the surrounding area and would have an adverse effect on the streetscene. Bridge Street is made up of predominantly retail blocks with residential or commercial above no greater than 3 stories in height. The proposal to have a 7-storey building, approximately 22 metres in height, in this location fails to reflect or respects the existing make up or character of the surrounding area. It is considered that it would be incongruous to and greatly impact on the town centre character, of which Waxwell Lane and Pinner High Street Conservation Areas form part. It is therefore considered contrary to policies SD1, SD2, D4, D5, D7 and D14 of the HUDP.

The site also lies within an identified Archaeological Priority Area, however English Heritage raised no objection with regard to this aspect of the proposal.

**4) New Residential Development - Amenity Space and Privacy**

The development site is in close proximity to train tracks, air con units, a service road and a post office delivery yard all of which create a significant level of noise disturbance. The suitability of the site for residential use is therefore questionable as it raises serious concerns as to whether the site will be constantly surrounded by noise disturbance typical of a commercial environment.

The applicant has submitted a noise report in support of their application, however on close scrutiny several concerns are apparent.

Firstly there is not enough information supplied to compare data with national standards and the recommendations reported do not appear to correspond to the plans submitted. Secondly there does not appear to be an assessment of noise generated from the neighbouring post office and the existing air conditioning units around the site appear to have been dismissed in the report.

Noise from rail traffic will have an effect on future residents and the report does not describe the exact attenuation of windows or ordination of rooms. It is therefore considered that the proposal would be contrary to policy EP25 of the HUDP.

It is considered that the proposed development would lead to overlooking of habitable rooms and amenity space areas to existing residential units at the rear of properties 57-65 (odd nos.) Bridge Street. In particular the proposed balcony at 3<sup>rd</sup> floor level would create overlooking of habitable room windows and amenity space to the rear of numbers 59, 61 & 63 Bridge Street.

Outlook from the neighbouring residential properties is poor, however it is considered that this will be worsened with the proposed 7-storey building dominating the rear view from their properties. Outlook for future residents would be poor as the surrounding environment is dominated by commercial use and associated activity. Air-conditioning and plant units are on the back of several properties on Bridge Street; to one side there is the post office delivery yard, on the other side is a large service yard accommodating numerous retail/commercial units on Bridge Street and to the rear is a railway track. The proposed residential development in this location is considered inappropriate for future residential development and contrary to policy D5 of the HUDP.

**5) Accessible Homes**

The proposal does not comply with the Lifetimes Homes Standards, Wheelchair Home Standard and Harrow Council SPD on Accessible Homes. Most notably bathrooms are too small to provide adequate turning circles for future wheelchair users/occupiers and there does not appear to be the provision of 10% of units to Wheelchair Homes Standards. The proposal is therefore contrary to policy H18 of the HUDP.

## **6) Parking Standards & Highway Safety**

Concern was raised by objectors with regards to the amount of parking provision provided by the development. Objectors were of the opinion that a development of this size would attract significant vehicle movement by visitors and future residents and that the 5 spaces provided were insufficient. The 5 parking spaces are considered adequate for this town centre site given its proximity to public transport and local amenities. The Pinner Underground Station is within easy walking distance, and good bus links run along Bridge Street to the front of the site. It is considered that the scheme could potentially be car free with the exception perhaps of providing disabled parking. Further it is considered that with only 5 car spaces provided on site that the level of vehicle movement and activity would be minimal and significantly less than the previous of the site.

The access to the site is considered too narrow to safely accommodate vehicles likely to use it. It is considered that a 3m carriageway would be required with 600mm kerbed safety strips either side to protect the wall of number 65 Bridge Street and the fence on the opposite side. This would give an overall dimension 4.2m which could only be achieved the acquisition of additional land.

There is also considered to be insufficient space for the turning of a commercial vehicle within the site, which is likely to lead to lengthy turning manoeuvres along the access road which would be unsafe. The autotrack analysis submitted by the applicant presumes that some cars will not be present at the times of deliveries. This cannot always be the case as some deliveries will have to take place without sufficient warning.

There is insufficient visibility between drivers of vehicles exiting the site and pedestrians walking along the footpath on Bridge Street. This would be prejudicial to the safety of pedestrians. The transport statement submitted by the applicant focuses on the vehicle to vehicle visibility requirement at the junction of the access and Bridge Street, where there is no problem.

The access and the service road adjoining the site form part of the identified service road in Policy T16 of the HUDP. It is considered that the development would unduly restrict the future aspirations of the Local Authority to implement the service road, contrary to policy T16 of the HUDP.

## **7) Employment Use & Town Centre Vitality**

The proposed development of a 100% residential scheme on this town site would represent the loss of employment land. Policy EM15 of the HUDP states that the Council will resist the loss of land or buildings from business, general industrial or warehousing use, unless amongst other things the applicant can provide evidence that the site has been extensively marketed for B class use. The applicant has attempted to demonstrate that the site has been marketed unsuccessfully for employment use, although with evidence provided it is difficult to ascertain the length of time the site has been disused for B class use and a



strong case has not been made to clearly demonstrate that the site is no longer suitable or required for employment use.

Policy EM15 also states that the Council will expect the feasibility of a mixed-use scheme to be investigated, where B1, B2 and/or B8 uses form a significant element of the development. Further, policy EM8 encourages mixed-use schemes in town centres as these can make a positive contribution to the vitality of town centres. It is clear that a mixed-use development has not been investigated on this site as the entire development is proposed as residential and there is no attempt within the applicants planning statement to suggest whether a mixed used scheme was fully looked into. Further, pre-application advice given to the applicant by the Council suggested a B class use would be more suitable for this site and that the site did not lend itself to residential development.

In light of the above proposal is considered to be contrary to policy EM8 & EM15 of the HUDP.

**8) Consultation Responses:**

None

**CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above this application is recommended for refusal.

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**LAND REAR OF 47-51 GAYTON RD**      **Item: 3/04**  
**HARROW, HA1 2LT**                              **P/2813/06/ADK**

Ward      GREENHILL  
CONSTRUCTION OF PART 3 PART 4 STOREY BLOCK OF 14 FLATS WITH  
GARDENS AND CAR PARKING  
**Applicant:**      SLLB ARCHITECTS LTD  
**Agent:**              SLLB ARCHITECTS LTD

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## **RECOMMENDATION**

Plan Nos:      A/100, A/101, A/102, A/200, A/201, A/300

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

1 The proposed development, by reason of excessive density and site coverage by building, would result in an over-intensive use of the site, which by reason of associated disturbance and activity would amount to an overdevelopment to the detriment of neighbouring residential amenity contrary to policies EP25 and D4 of the Harrow Unitary Development Plan (2004).

2 The proposed development, by reason of its height and siting would lead to overlooking of the rear garden space of the adjoining property at 45 Gayton Way resulting in an unreasonable loss of privacy and amenity to its occupiers contrary to policies D4 and D5 of the Harrow Unitary Development Plan (2004).

## **INFORMATIVES**

1 INFORMATIVE:

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, SH1, EP20, D4 & D5.

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## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Standard of Design and Site Layout (SH1, D4, D5)
- 2) Amenity (D5)
- 3) Provision of housing and density (H3, H4, H5, H6)
- 4) Parking Standards (T13)
- 5) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Major Dwellings
Conservation Area:	Harrow on the Hill
Site Area:	0.1 ha
Habitable Rooms:	46
Density:	428 hrph, 140 dph
Car Parking:	Standard: 20 (maximum)
	Justified: 14
	Provided: 14
Council Interest:	None

### **b) Site Description**

- The application site is located on the northern side of Gayton Road at the junction with Northwick Park Road.
- The site previously formed part of the rear gardens of No's 47 to 51 Gayton Road and is currently used as a hardstanding for parking associated with the Gayton Hotel (currently occupying No's 47-51 Gayton Road).
- The surrounding area is characterised by double storey semi-detached and detached dwellings and modest blocks of flats
- Two storey detached properties adjoins the site to the south.
- A block of three storey flats are located to the north of the site, on the western side of Northwick Park Road.

### **c) Proposal Details**

- Construction of part 3 part 4 storey block of 14 flats with gardens and basement car parking.

### **d) Relevant History**

None

### **e) Applicant Statement**

None

### **f) Consultations:**

Engineering Services: requested that storm water run off be attenuated

**Advertisement:** General Notification                      Expiry:16/11/2006

#### **Notifications:**

Sent:	Replies:	Expiry: 03/11/2006
49	4	

**Summary of Response:**

Loss of light to Hanbury Court, loss of privacy due to overlooking, access on Northwick Park Road would be dangerous to elderly and those of slow mobility.

**APPRAISAL**

**1) Standard of Design and Site Layout**

Council policies require that new development is appropriate to the overall streetscape and respects the scale, form and character of the surrounding area. The application site forms part of the rear gardens of No's 47 to 51 Gayton Road which is currently used as a hardstanding for parking associated with the Gayton Hotel (currently occupying No's 47-51 Gayton Road). The properties adjoining the site to the south are 2 storey detached dwellings with deep rear gardens. The surrounding area is characterised by 2 storey semi-detached residential dwellings and modest blocks of flats.

The adjoining property to the north exist of a 3 storey block of flats with a rear garden and parking. Opposite the site on the eastern side of Northwick Park Road is a 2 storey hotel which consists of former residential dwellings.

The proposal entails the construction of a part 3, part 4 storey block of 14 flats (3 x 1 bed, 4 x 2 bed and 7 x 3 bed) with basement car parking.

The principle of the proposed development is considered to be inappropriate. As previously stated, the area is characterised by 2 storey, semi-detached residential dwellings with deep rear gardens and modest 3 storey blocks of flats. The 3 to 4 storey, high density nature of the proposal would therefore be out of character with the general pattern of development in the area.

Furthermore it is also considered that the scale and bulk of the proposed building would be excessive and unduly prominent in the streetscene. The part 3 to 4 storey development would be at odds with the 2 storey and low 3 storey character of the adjoining properties. For the reasons of excessive size, bulk, siting and unsatisfactory design, it is considered that the proposed development would be visually obtrusive and overbearing and would not respect the scale, massing and form of the adjacent properties. This is considered to be to the detriment of the visual amenities of the occupiers of adjoining properties and to the detriment of the character and appearance of the area.

**2) Amenity**

New residential development should be designed to ensure adequate privacy for new and existing housing. There is a higher expectation of privacy at the rear of dwellings and this should be considered in new developments to minimise the potential for direct overlooking and loss of

privacy to private garden areas. The rear elevation of the proposed building is only 14.4 metres away from the side boundary with the residential property at No 45 Gayton Road. The location of habitable room windows at upper floor levels would lead to direct overlooking of and loss of privacy the private garden area of No 45 Gayton Road. Furthermore, it is also considered that the location of the proposed 3 to 4 storey building would present a level of visual bulk that would be detrimental when viewed from the rear gardens of the surrounding residential properties.

**3) Provision of housing and density**

The proposal includes the provision of 14 flats. The site is located in an area that is predominantly residential. Council policies require the provision of a mix of dwelling sizes to reflect Boroughwide housing needs. The provision of smaller dwelling units in this location is considered to be in accordance with Policies SH1, SH2 H7 which also seek to meet the housing needs of all household sizes.

However, the proposed development would be relatively high density with a density of 428 habitable rooms per ha (14 flats). This is considered to be inappropriate in a low density area which is characterised by semi-detached houses with deep rear gardens.

**4) Parking Standards**

It is considered that the provision of 14 parking spaces in the basement of the proposed building is adequate in terms of the number of spaces required for new residential development. However, the ramp to the basement appears too steep with no level section on which a car can stand before entering Northwick Park Road. These issues together with the wide crossing would be likely to give rise to conditions prejudicial to safety and the free flow of pedestrians and vehicular traffic on the adjoining highway contrary to the requirements of policies T13 and Schedule 5.

**5) Consultation Responses**

None

**CONCLUSION**

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above: this application is recommended for refusal.