

SECTION 1 – MAJOR APPLICATIONS

**26 & 28 MANOR ROAD
HARROW
HA1 2PB**

**Item: 1/01
P/3109/06/CFU/DT2**

Ward GREENHILL

CONSTRUCTION OF BLOCK OF 10 FLATS WITH LANDSCAPING AND CAR PARKING (RESIDENT PERMIT RESTRICTED)

Applicant: PRESTON BENNETT PLANNING
Agent: PRESTON BENNETT PLANNING
Statutory Expiry Date: 31/01/2007

RECOMMENDATION

Plan Nos: 06/3063/1A, 06/3063/2, 06/3063/3, 1 x Planning, Design & Access 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 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. Such fencing shall include the areas on either side of the façade to the boundary of the site. The boundary treatment shall be completed:

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

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

3 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.

4 The access carriageway shall be constructed to base course in accordance with the specification and levels agreed before works commence on the building(s) hereby permitted, and the carriageway and footways completed before any building is occupied in accordance with details to be submitted to, and approved by, the local

Item 1/01:– P/3109/06/CFU continued.....

planning authority. The development shall thereafter be retained.

REASON: To ensure that the traffic generated by the building operations will not interfere with the free flow of traffic on the public highway and that the road and footway shall be of an adequate specification for the anticipated traffic.

5 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.

6 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.

7 Notwithstanding the information shown on the plans hereby approved, details of lockable automatic barriers to the undercroft parking area, having key access for residents only, shall be submitted to and approved in writing to the Local Planning Authority before the first occupation of the development.

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

8 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.

9 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.

Item 1/01:– P/3109/06/CFU continued.....

10 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.

11 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.

12 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.

13 Development of any buildings hereby permitted shall not be commenced until surface water drainage works have been carried out in accordance with details to be 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.

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
- SH2 Housing Types and Mix
- H4 Residential Density
- H5 Affordable Housing
- H7 Dwelling Mix
- S1 The Form of Development & Pattern of Land Use
- EP20 Use of Previously-Developed Land
- EP21 Vacant and Disused Land and Buildings
- EP25 Noise
- SD1 Quality of Design
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- D10 Trees and Development
- EP29 Tree Masses and Spines
- EP30 Tree Preservation Orders and New Planting

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-etter.en>

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

Item 1/01:- P/3109/06/CFU continued.....

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

5 INFORMATIVE:

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

6 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).

7 INFORMATIVE:

Any detailed application should include a design statement that demonstrates how crime prevention measures have been considered. These should as appropriate reflect each of the seven attributes of sustainability linked to crime prevention introduced in part 2 of "Safer Places - The Planning System and Crime Prevention".

8 INFORMATIVE:

The London Borough of Harrow seeks to encourage Secured by Design accreditation where appropriate. This is a national police initiative that is supported by the Home Office Crime Reduction & Community Safety Unit and the Planning Section of the ODPM. It is designed to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. It is recommended that the applicant apply for this award.

For additional information, please contact the Borough Crime Prevention Design Advisor through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465.

9 INFORMATIVE:

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

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

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.

Item 1/01:– P/3109/06/CFU continued.....

- 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.

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Land Use (SH1, H11)
- 2) Provision of housing and density (H3, H4, H7)
- 3) Standard of Design and Layout (D4)
- 4) New Residential Development - Amenity Space and Privacy (D5)
- 5) Parking Standards
- 6) S17 Crime & Disorder Act
- 7) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major Dwellings
Site Area:	ha gross, ha net
Habitable Rooms:	
Density:	330 hrh 10 dph
Car Parking:	Standard: 12.8 max
	Justified: 11
	Provided: 11
Council Interest:	None

b) Site Description

- The application site is located on the south side of Manor Road and is currently occupied by a detached dwelling that has been converted into two flats.
 - The surrounding area is characterised by double storey terraced, semi-detached, detached dwellings and modest blocks of flats.
 - Fern Court, a two-storey block of flats adjoins the site to the northeast.
 - Manor Road House adjoins the site to the southwest and contains a two-storey block of flats with accommodation in the roof space with 10 garages located to the rear.
- The properties located opposite the application site are two storey semi-detached dwellings.

c) Proposal Details

- Demolition of the existing residential property.
- Redevelopment to provide two-storey block of flats with accommodation in

Item 1/01:– P/3109/06/CFU continued.....

roof space comprising of 10 flats (7 x 1 bed and 3 x 2 bed) with 11 car parking spaces.

Revisions to Previous Application:

Following the previous decision (P/2123/06/CFU) the following amendments have been made:

- Reason 1 – A revised Planning, design and Access Statement has been provided with an appendix entitled 'Local Area Character Appraisal', along with a further appendix referring to appeal decisions relating to similar developments in the same road that have been allowed recently.
- Reason 2 – Relocation of car parking area at rear of site further away from the boundary to align with that of adjoining block of flats and to prevent harm to trees.

d) Relevant History

P/2123/06/CFU	CONSTRUCTION OF BLOCK OF TEN FLATS WITH LANDSCAPING AND CAR PARKING (RESIDENT PERMIT RESTRICTED)	REFUSED 24-OCT-06
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Reasons For Refusal:

This proposal represents an overdevelopment of a detached building containing two flats to the detriment of the character of the other properties in the road mainly comprising detached and semi detached houses.

The number of car parking spaces will impact on the amenity space of the flats. In addition the placing of the car parking at the rear of the property will cause undue disturbance to neighbours.

e) Applicant Statement

- A full planning, design and access Statement has been submitted, justifying the proposed development.

f) Consultations:

- None

Advertisement: | General Notification (S.65) | Expiry:14-DEC-2006

Notifications:

Sent: 20	Replies: 2	Expiry: 30-NOV-2006
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Summary of Response:

Existing traffic problems will be made worse; increased traffic flows; loss of privacy; density too high; building out of scale; overdevelopment of site.

APPRAISAL

1) Land Use

The application site is currently in residential use with a dwelling on the ground floor and another on the first floor. The application proposes the demolition of this building and the construction of a two-storey block of flats containing 10 units. As there would not be a loss in the number of residential dwellings, the proposal is considered to be in accordance with the requirements of UDP policy SD1 that seeks to prevent the loss of residential dwellings

2) Provision of housing and density

Housing:

The proposal includes the provision of 7 x 1 bed and 3 x 2 bed units. Council policies require the provision of a mix of dwelling sizes to reflect Boroughwide housing needs. The proposal is considered to be in accordance with Policies SH1, SH2, H7 and H9 that also seek to meet the housing needs of single people and smaller households.

Density:

The proposed development would be relatively high density with a density of 330 habitable rooms per ha. However, in view of its location to Harrow and Kenton Centre, coupled with good access to services and public near transport (Harrow-on-the-Hill tube station within walking distance and a number of buses services on Manor Road leading to Wealdstone Rail Station) the density is considered to be acceptable.

NB: In this proposal, the applicants have sought to address the first reason for refusal of the previous scheme on the grounds of the overdevelopment of the site by providing a 'Local Character Statement' containing information that shows the residential densities of 40 existing flatted developments in the area. This reveals that the residential density of the appeal scheme, 68 dph (Dwellings Per Hectare) is somewhat lower than the average for the area, which is 83 dph.

This would indicate that the scale and scope of the development relative to its site area is comparable with those of existing developments nearby. It is concluded therefore, that the applicants have provided sufficient and satisfactory information to overcome the first refusal reason.

3) 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.

The application site is located along part of Manor Road characterized by 2 to 3 storey blocks of flats and semi-detached and detached properties. The proposed two storey block is to be centred on the site and will follow the existing building line of this part of Manor Road. This would allow for the retention of the hedge along the front boundary and the provision of a disabled car parking

space. The existing access driveway to the south west of the site will be extended to provide access to the 10 car parking spaces to the rear of the building. This access road would run adjacent to the existing access road to the garages to the rear of Manor Road House. The second existing driveway would be closed.

The surrounding properties reflect a variety of designs and styles. The contemporary style of the proposed building is therefore considered acceptable in this context. The proposal would also be of similar height and footprint as neighbouring developments along Manor Road and would have gables on the front elevation, which is a characteristic of surrounding properties.

The building would also have a traditional brick/render finish and tiled roof with window heights and proportions that would be in keeping with the surrounding and neighbouring properties. As such it is considered that the proposed development is acceptable in terms of design, appearance, scale and bulk and would preserve the character and appearance of the surrounding area.

4) New Residential Development - Amenity Space and Privacy

New residential development should be designed to ensure adequate privacy and residential amenity for new and existing housing. The proposed development has been designed in such a way as to prevent overlooking of habitable room windows and to provide substantial amenity space for future residents.

Fern Court, a two storey residential block adjoins the application site to the northeast. The proposed building would be set in between 1 to 1.5 metres from the side boundary with Fern Court. This is considered to be an improvement as the current building is built up to the boundary with Fern Court. No habitable windows are proposed in the flank elevation to Fern Court and as such no overlooking will occur. The proposed building would only project approximately 1.4 metres beyond the rear elevation of Fern Court and therefore it is not considered the proposal would give rise to loss of light to this property.

Manor Road House, a two-storey block of flats with accommodation in the roof space adjoins the site to the southwest. An access road runs along the boundary with the application site providing access to the garages to the rear. There would be a separation distance of approximately 4.0 metres between the flank wall of Manor Road House and the flank wall of the application site. The proposed building would project approximately 2.6 metres beyond the rear elevation of Manor Road House. It is therefore not considered that the proposed development would have an adverse effect on the amenity of residents of Manor Road House in terms of loss of daylight/sunlight, privacy or outlook.

5) Parking Standards

- Applying the maximum parking standard 12.8 spaces could be required. Given the accessibility to public transport, 11 spaces are acceptable.
- **NB:** In this scheme a revised site layout has been provided. This is in response to the second refusal reason of the previous proposal, which was concerned for the siting of the car park and undue noise and disturbance to neighbours and the extent of the car parking layout relative to amenity space provision and the positioning of unprotected trees on the site.
- The proposed car parking area has been shifted 6m away from the rear boundary of the site, so that it is now in line with the back of the garages at the rear of the adjoining block of flats at 1-9 Manor House Road, on the south western boundary off the site. This means that the nearest parking bay will be 10m from the rear boundary of the application site, thereby mitigating the effect of noise to neighbours of cars gaining access to and egress from the site.
- Furthermore, the revised parking layout enables more amenity space to be provided for the development and allows the two mature trees, a hawthorn and a fruit tree, to remain and provide enhanced screening and visual amenity.
- It is concluded that the revised parking layout has overcome the objections that led to the second reason for refusal of the previous application.

6) S17 Crime & Disorder Act

The undercroft parking area at the front of the site provides the potential for crime to occur, as it is an area where the personal security of residents could be threatened.

In order for secure by design principles to be complied with, a condition is recommended in which the undercroft is secured by lockable automatic barriers that are accessible to key holder residents only.

7) Consultation Responses:

- None

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

**STRONGBRIDGE CLOSE
HARROW**

**Item: 1/02
P/3171/06/CFU/DT2**

Ward WEST HARROW

REDEVELOPMENT TO PROVIDE 254 UNITS: 3 X 4/5 STOREY BLOCKS OF FLATS (BLOCKS A, B AND F) 1 X BLOCK OF 5 STOREY FLATS (BLOCK G), 1 X BLOCK OF 5 AND 7 STOREY BLOCKS OF FLATS (BLOCK H), 2 X BLOCKS OF 2 AND 3 STOREY HOUSES (BLOCKS C AND D) AND ONE BLOCK OF 2 STOREY HOUSES (BLOCK E), ROADS, PARKING, AND OPEN SPACE

Applicant: METROPOLITAN HOUSING TRUST

Agent: PRP ARCHITECTS

Statutory Expiry Date: 05-FEB-2007

RECOMMENDATION

Plan 2.3/01 2.3/02 2.3/03B 2.3/04 2.3/05 2.3/06 2.3/07A 2.3/08 2.3/09
Nos: 2.3/10 2.3/11 2.3/12 2.3/13 2.3/14/A 2.3/15/A 2.3/16/A 2.3/17 2.3/18
2.3/19 2.3/20 2.3/21 2.3/22 2.0/01C 2.0/02/A 2.0/03/B 2.0/04/B 2.0/5
2.0/06 2.0/07/C 2.0/08 2.0/09 2.0/10 2.0/11 2.0/12 2.0/13 2.0/14 2.0/15
2.0/16 2.0/17 2.0/18 2.0/19 2.0/20 2.0/21 2.0/22 2.1/01 2.1/02D 2.1/03
2.1/04 2.1/05/C 2.1/06/A 2.1/07/A 2.1/08 2.1/09/A 2.1/10 2.1/11/A
2.1/12/A 2.1/13/A 2.1/14/C 2.1/15 2.1/16/A 2.1/17 2.1/18 2.1/19 2.1/20
2.1/21 2.1/22 2.1/23 2.1/24 2.1/25 2.1/26 2.1/27 2.1/28 2.1/29 2.1/30/C
2.1/31 S/S 2.1/32/B 2.1/33D 2.1/34/D 2.1/35 2.1/36D 2.1/37/C 2.1/38/A
2.1/39/D 2.1/40/C 2.1/41/C 2.1/42 2.1/43/D 2.1/44 2.1/045A 2.1/046A
2.1/047A 2.1/048A 2.1/049A 2.1/050A 2.1/051A 2.1/052A 2.1/053B
2.1/054A 2.1/57C 2.1/58C 2.1/59

Inform the applicant that:

1. The proposal is acceptable subject to the completion of a legal agreement within one year (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
 - i) Not more than 11 of the dwellinghouses and 112 flats hereby permitted shall be sold on the open market, such provision to be identified on an approved scaled plan prior to the occupation of any dwellings;
 - ii) The management of the open space and children's and youth facilities in accordance with a Community Facility Management Statement between the Council and the Developer.
 - iii) Prior to the first taxable occupation of any unit in the development (such date to first occupation to be notified to the Council at least six weeks in advance in writing by the developer) the developer shall implement a green travel plan (to include an annual review) which shall previously have been

Item 1/02:- P/3171/06/CFU continued.....

submitted to and approved in writing by the Council

- iv) The upgrading and lighting of the footpath from Rayners Lane.
2. A formal Decision Notice, subject to the planning conditions noted below, will be issued only upon the 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 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.

2 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.

3 Before the first taxable occupation of the development hereby approved 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:

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

4 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.

Item 1/02:- P/3171/06/CFU continued.....

5 Details of the provision of children's and youth play equipment and areas, including a play area to local enhanced equipped area for play standard (LEAP), shall be submitted to and approved in writing by the local planning authority before the final occupation of the development hereby approved and the scheme shall be implemented in accordance with the approved details.

REASON: To ensure that suitable facilities are available to support future family housing.

6 The housing development hereby permitted shall include the provision of 100% Lifetime Homes and 10% wheelchair housing.

REASON: To ensure that the development will be accessible to people with disabilities, in compliance with London Plan and UDP policies.

7 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.

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 schedules 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 that, 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. The tree pits of all newly planted trees shall be mulched to a diameter of 1m using mulch to a depth of 80mm. No mulch shall be placed against tree trunks.

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

Item 1/02:- P/3171/06/CFU continued.....

10 Prior to the development proceeding above ground level damp proof course, 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, shall be submitted to and approved in writing by the Local Planning Authority.

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

11 Prior to the commencement of the development, a scaled tree protection plan showing 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 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 paragraph (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 staked 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.(vi) details of an arboricultural method statement showing any aspect of the development that may have an effect on any of the trees that are to be retained to include roots as well as above ground portions of trees.

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

12 The erection of fencing for the protection of any retained tree involving the submission of a plan showing fenced construction exclusion zones 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.

13 None of the existing trees on the site shall be lopped, topped, felled or uprooted without the prior written permission of the local planning authority. Any topping or lopping which is approved shall be carried out in accordance with British Standard 3998 (Tree Work) by an appropriately qualified and experienced tree works contractor.

REASON: The existing trees represent an important amenity feature which the local

Item 1/02:- P/3171/06/CFU continued.....

planning authority considers should be protected.

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 hereby approved shall not commence until full details of cycle parking facilities have been submitted and approved by the Local Planning Authority. The facilities shall be provided as approved before occupation of the development and retained thereafter.

REASON: To ensure the provision of satisfactory parking facilities.

16 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.

17 The access carriageway shall be constructed to base course in accordance with the specification and levels agreed before works commence on the building(s) hereby permitted, and the carriageway and footways completed before any building is occupied in accordance with details to be submitted to, and approved by, the local planning authority. The development shall thereafter be retained.

REASON: To ensure that the traffic generated by the building operations will not interfere with the free flow of traffic on the public highway and that the road and footway shall be of an adequate specification for the anticipated traffic.

18 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.

19 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.

Item 1/02:- P/3171/06/CFU continued.....

REASON: To safeguard the appearance of the locality.

20 The ground floor flats in Block F that overlook the car park at the southern end of the site shall have front doors that give direct access to the public open space and highway. Details shall be submitted to and approved in writing by the Local Planning Authority before the development hereby approved is occupied.

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.

21 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 and retained thereafter.

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.

22 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.

23 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.

24 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.

25 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.

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 The Form of Development and Pattern of land Use
- SD1 Quality Of Design
- SH1 Housing Provision and Housing Need
- SH2 Housing Type and Mix
- EP7 Renewable Energy
- EP10 Sustainable Urban Drainage
- EP8 Energy Conservation and Efficiency
- EP20 Use of Previously Developed Land
- EP22 Contaminated Land
- EP25 Noise
- EP28 Conserving and Enhancing Biodiversity
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- D9 Streetside Greenness and Forecourt Greenery
- D10 Trees and New Development
- D31 Views and Landmarks
- H4 Residential Density
- H5 Affordable Housing
- H6 Affordable Housing Target
- H7 Dwelling Mix
- H18 Accessible Homes
- T13 Parking Standards
- C2 Provision of Social and Community Facilities
- C17 Access to Buildings and Public Spaces

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:

Harrow Council has published a leaflet "ACCESS FOR ALL", containing design guidelines for the provision of safe and convenient access for all disabled groups. A copy is attached.

Item 1/02:- P/3171/06/CFU continued.....

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

5 INFORMATIVE:

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

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Need for redevelopment (SH, SH2, H5, H6, H7)
- 2) Residential Amenity (SD1, EP7, EP28, D4, H4, D5, H18, C2, C17)
- 3) Residential Character (SD1, EP8, EP10, D4, D8, D9, D10)
- 4) Parking & Highway Considerations (T13)
- 5) S17 Crime & Disorder Act
- 6) Consultation Responses

INFORMATION

a) Summary

Statutory Return	Major Dwellings
Type:	
Site Area:	2.843ha
Habitable Rooms:	807
Density:	238 hrph, 89 dph
Car Parking:	Standard: 260 (maximum)
	Justified: 174 (see report)
	Provided: 174

Council Interest: None

b) Site Description

- Site is a triangular area of land that is bounded to the north and south by the railway lines of London Underground Limited Piccadilly and Metropolitan Lines that converge at Rayners Lane. Beyond these lines residential development extends on three sides of the site, with the A4040 Rayners Lane and the District Centre enclosing the site to the west.
- These physical constraints mean that there is only one vehicular access to the existing estate, on the wider eastern boundary of the site, via Twyford Road. Pedestrian access is via a continuous footpath and a footbridge at the western end of the site where the railway lines converge at Rayners Lane.
- Existing site has an elevated topography. This is partly because of the historic landfill that took place when the railway network was built. Site is screened from surrounding development by green margins that are densest on the northern fringes of the site.
- Existing estate comprised 162 flats set out in three storey linked detached blocks of flat roofed 'resiform' buildings, timber framed structures with GRP (Glass Reinforced Plastic) cladding along with 100 garages set out in three blocks.
- Fifty-four of the flats were destroyed by fire in December 2002.
- Rayners lane Estate is to the south of the site, a larger complex of local authority dwellings, partly of similar construction and date that has planning permission for a regeneration scheme managed by a RSL (Registered Social Landlord).
- Site is designated in the HUDP as a Site of Nature Conservation Importance (Borough Importance Grade II). Area has abundant trees and shrubs such as sycamore, silver birch, hawthorn, cherry and willow that are likely to attract nesting and foraging birds.

c) Proposal Details

- Redevelopment to provide 254 units: 3 x 4/5 storey blocks of flats (blocks a, b and f) 1 x block of 5 storey flats (block g), 1 x block of 5 and 7 storey blocks of flats (block h), 2 x blocks of 2 and 3 storey houses (blocks c and d) and one block of 2 storey houses (block e), roads, parking, and open space
- 230 flats and 24 houses are proposed. All of the houses and 147 of the flats are for affordable units.
- Of the 174 car parking spaces, 29 are allocated bays for Block H and 2 are for Block B. A further 52 spaces are at undercroft level for Block B. The remainder are distributed at street level and includes 2 motorcycle spaces.

d) Relevant History

LBH/2761/4	Erection of nine x 3 storey blocks of 162 flats with 100 garages and parking areas (details to comply with permission dated 27/7/71 amended 4/4/72)	GRANTED 23-JUN-75
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Item 1/02:- P/3171/06/CFU continued.....

P/2006/05/CFU	Redevelopment to provide 260 units: 3 x 4/5 and 6 storey blocks of flats (blocks a, b and f) 1 x block of 6 storey flats (block g), 1 x block of 5 and 7 storey blocks of flats (block h), 2 x blocks of 2 and 3 storey houses (blocks c and d) and one block of 2 storey houses (block e), roads, parking, and open space (revised proposal)	REFUSED 14-SEPT-06
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Reasons For Refusal:

- 1) The proposed development by reason of excessive height, scale and bulk of the 5,6 and 7 storey blocks of flats would be an obtrusive and incongruous feature of this development and its relationship with existing properties on the respective boundaries of the site.
- 2) The proposed development by reason of excessive height and siting would result in unacceptable overlooking and loss of privacy to residents in the surrounding roads.
- 3) The lack of adequate car parking would give rise to overspill parking on the surrounding roads to the detriment of the amenity of the local residents.

e) Applicant Statement (including revisions & previous application)

- The reduction in the height and overall scale of several of the tallest buildings and the consequent reduction in the number of units has, it is considered, overcome the main concern of objections and the refusal reasons of the previous scheme.
- Object of the proposal is to replace the existing rented dwellings on the estate and provide new residential accommodation designed to modern standards.
- Introduction of family housing within the social rented element of the proposed development
- a proportion of private dwellings is proposed to enable cross-subsidy funding for the social rented element of provision in the absence of Housing Corporation grant. An RCGF (Recycled Capital Grant Fund) contribution will however be available. Private dwellings to be sold on the open market by Metropolitan Living Ltd (a partner of MHT).
- In return for the support of the borough for the proposed mix, MHT will pay for the 42 re-housings incurred off-estate as a consequence of the fire, and thereafter maintain 50% nomination rights from the Council for true voids.
- LB Harrow has 50% nominations to the existing homes. Historically, London Underground had nomination rights to 25% of the stock, which lapsed in 2003.
- Redevelopment brief has been influenced by five key factors; a) fixed entry point/re-use of existing access road. b) existing pedestrian access to be maintained c) orientation d) contamination e) resident consultation
- Planning and design of the redevelopment has been influenced by the contamination of the estate, meaning that flatted dwellings predominate.

Item 1/02:- P/3171/06/CFU continued.....

- Orientation of buildings has gained added importance in recognition of this.
- Bulk of the proposed dwellings are courtyard flats that have communal gardens with southern orientation.
- Courtyard blocks are located either side of centrally positioned landscaped courtyard and access road. This is linked to private courtyards and landscaped public spaces and play areas.
- Layout of the buildings is on an east-west access and the view westwards is terminated by the tallest of the buildings, Block 'H', where principal living rooms would overlook the main public footpath at the Rayners Lane entrance to the site.
- Block H is one of a number of buildings that are given prominence by their location within the development. For example, the four x six storey blocks are centrally located so that they do not cause overlooking of nearby residential development, but do benefit from views of the central landscaped areas.
- Elevational treatment varies on either side of the central landscaped courtyard. On the southern side two of the blocks are articulated to provide a strong urban edge. By contrast, on the northern side, a more broken façade treatment is made possible by the courtyard approach and an emphasis on the curved form of the buildings high points.
- The proposed parking within the site, along with the proximity of good local public transport, is considered to be adequate.

f) Consultations:

- Thames Water: - no response
- Environment Agency: - no response
- LUL (London Underground Ltd): - no response

Advertisement: | Major Development | Expiry: 21-DEC-06

Notifications:

Sent: 3224 Replies: 38 Expiry: 21-DEC-2006

A petition with 1530 signatures objecting to the proposal has also been received

Summary of Response:

Issues raised were access via single cul de sac, school provision, prejudicial to views from Harrow Garden Village, lack of car parking, excessive height at 7 storeys, traffic generation on local roads, disruption to TV signals, overlooking, density too high, possible flooding, ground contamination and impact on wildlife habitat.

APPRAISAL

1) Need for Redevelopment:

The need for the redevelopment of the estate is clear. The fabric of the existing stock is poor and dates from a period when provision of public housing was

dictated by short-term demands and objectives. A number of the dwellings were rendered uninhabitable by fire recently and had to be destroyed.

The housing tenure and mix in the proposed development has been determined by the unavailability of funding from the Housing Corporation. This has obliged the applicants to build units for market sale, the proceeds of which would be used to fund the social rented element of the redevelopment of the estate.

2) Residential Amenity

The residential amenity of neighbouring residents has been a major concern of the proposal and has been the main, though not exclusive focus of objections from neighbours. Criticism has been made in particular of the height of some of the proposed buildings and their relationship with existing properties on the respective boundaries of the site.

The townscape in which the estate is set is exclusively two storey semi detached inter war family housing that typifies the Harrow 'Metroland' style. Housing encloses the site to the east, on Twyford Road, to the north, on Oakington Avenue and to the south and southwest by houses on Fairview Crescent.

The tallest of the proposed blocks, block H, a seven storey flatted building, would be located on the narrowest site frontage at the western entrance to the site. It would be a distance of roughly 46m from the rear building line of the nearest houses on Fairview Crescent. Similarly, a five storey block of flats, Block G, the southernmost of the proposed buildings would be some 43m from the rear building line of Fairview Crescent.

The remainder of the five and four storey buildings would be located to the north or towards the centre of the site and would therefore be yet further away from houses on Fairview Crescent and the distance of separation between the taller blocks of flats at the northern end of the site and those is greater, roughly 66m. An exception to this is Block F, a four and five storey block of flats, which has an outer wing that rises to five storeys towards the south east corner of the site. Nevertheless, it would still be a long distance from any of the existing housing that surrounds the site. The distance of separation with houses on Oakington Avenue, to the north of the site would be greater still. Block A, the nearest of the proposed development to Oakington Avenue, has a range of four to five storey buildings. They would be over 93m from the rear building line of houses on that road, whilst the flats of Block H would be over 100m from those houses.

With regard to the effect on houses in Twyford Road, the nearest of the proposed development would be the two storey houses of Block E, on the south-eastern boundary. The closest separation distance here would be 39m. Continuing along the eastern boundary of the site, the distance between the proposed two and three storey houses of blocks D and C and houses in Twyford Road would be 50m and more.

Item 1/02:- P/3171/06/CFU continued.....

It is considered that in these circumstances, overlooking resulting in loss of privacy for neighbouring residents in the adjacent roads would not occur. As such therefore, the proposal would not be in conflict with HUDP Policy D5. It says that all new development should ensure that adequate separation between existing and proposed buildings is maintained so that the amenity of existing and proposed occupiers is guaranteed. Conditions are also recommended on boundary treatment and the screening of the development.

The figures referred to are based upon sectional surveys carried out by the applicants, taking into account differences in land levels between the site and its surroundings; the site is roughly 3m higher on the southern side of the site, adjacent to Fairview Crescent, rising to 8m towards the northern boundary with Oakington Avenue.

The applicants have also demonstrated that, based upon lines plotted at an angle of 45 degrees in elevation, measured from the centre of the between the existing and proposed houses, (based upon the BRE - Building Research Establishment guidelines on sunlight and daylight), no loss of daylight or sunlight would be result for any of the existing houses that are adjacent to the site.

It is considered that the proposal would not have any adverse effect on the view of the important landmark of St Mary's Church, Harrow On the Hill, to the south east of the site.

3) Residential Character

The proposed development is contemporary in design and appearance. As such it is a contrast to the existing residential development that immediately adjoins it in terms of its scale, bulk, height and massing. However, it is considered that the applicants have shown satisfactorily that there are sufficient margins of separation between the proposed development and existing properties to overcome undue harm to the residential amenity of neighbouring properties. As such, given the physical demarcation that distinguishes the site from its surroundings, Strongbridge Close can be regarded as very much a 'stand alone' development.

Moreover, it is considered that in the layout and external treatment of the proposed buildings, the applicants have created a sensitive scheme that respects relevant HUDP Policy. The taller buildings are located towards the centre of the development and the lower rise buildings that are of a lesser scale are located towards the periphery of the site.

The external design of the buildings, in particular the curved form of the taller buildings, the vertical emphasis of the elevations and the palette of materials that is indicated, provide articulation and visual interest. It is concluded that the siting and design of the proposed development is consonant with the advice in Policy D4. The scheme does not mimic the surrounding built form, but attempts to create a 'sense of place' of its own.

4) Parking & Highway Considerations

The proposed parking does not meet the maximum standard set out in Policy T13. The overall provision is 71%. The applicants carried out a car ownership survey of the estate, which found that 54 of the 92 households responded, a total of 76%. The proposed provision is not at great variance to this actual figure. Furthermore, the estate is close to good public transport links, having London Underground facilities nearby and the busy bus routes along Rayners Lane and Alexandra Avenue as well.

As part of the proposed S106 Agreement, details of a Green Travel Plan are sought from the applicants, on the advice of the Highways Engineer. Such a scheme would enhance existing transport choice and encourage less dependency on car borne means of travel. It is concluded therefore that along with additional highway/transport conditions that are recommended, the proposal would comply with the advice in Policy T13.

5) S17 Crime & Disorder Act

The proposal has been sited and designed to take account of the principles of 'secure by design' and 'safer places' current Government guidance of the design and layout of new residential development.

6) Consultation Responses:

Apart from the points raised in the above sections, other issues raised are:

- As referred to in the report

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.

SECTION 2 – OTHER APPLICATIONS RECOMMENDED FOR GRANT

None

SECTION 3 – OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

**CLOISTER WOOD, WOOD LANE,
STANMORE**

**Item: 3/01
P/1863/06//CFU/DT2**

Ward CANONS

CHANGE OF USE OF BUILDING 2 & 4 FROM USE CLASS D1 TO 3 FLATS AND 11
STUDIO FLATS

Applicant: SHREE SWAMINARAYAN TEMPLE

Agent: HARI DESIGN

Statutory Expiry Date: 04/01/2007

RECOMMENDATION

Plan E/2/H5a, P1/H/5, SP/349

Nos:

REFUSE permission for the 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 Car parking cannot be satisfactorily provided within the curtilage of the site to meet the Council's requirements in respect of the development, and the likely increase in parking on the neighbouring highway would be detrimental to the free flow and safety of traffic on the neighbouring highway, contrary to the Harrow Unitary Development Plan.
- 3 The proposal makes no provision for private usable garden space and thus would fail to provide an adequate standard of residential amenity for future occupiers of the development, contrary to Policy D5 of the Harrow Unitary Development Plan.
- 4 The proposal, by increasing the risk of crime and the fear of crime, would fail to create a safe and secure residential environment to the detriment of residential amenity.

INFORMATIVES

1 INFORMATIVE:

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, SH1, EP20, EP32, EP33, D4, D5, SPD 'Access For All'

Item 3/01:- P/1863/06/CFU continued.....

2 INFORMATIVE: Any future application for planning permission on the site should be accompanied by an application for Listed Building Consent.

3 INFORMATIVE:

A design and access statement should accompany any future application for planning permission on the site.

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Green Belt Land and Area of Special Character (SEP6, SD1, EP32, EP33, EP34)
- 2) New Residential Development - Amenity Space and Privacy (D5)
- 3) Accessible Homes (H18)
- 4) Parking Standards (T13)
- 5) S17 Crime & Disorder Act
- 6) Consultation Responses

INFORMATION

a) Summary

Statutory Return	Change of Use
Type:	
Green Belt	
Conservation Area:	
Site Area:	534 sqm
Habitable Rooms:	17
Density:	318 hrph, 262 dph
Car Parking:	Standard: 17 (maximum)
	Justified:
	Provided:
Council Interest:	None

b) Site Description

- Large site on south side of Wood Lane close to junction with Warren Lane, grounds extending to Dennis Lane to the west
- Within Harrow Weald Ridge Area of Special Character
- Northern part within Little Common Conservation Area
- Occupied by leisure and fitness club, vacant for several years
- Buildings concentrated along Wood Lane frontage
- Comprise main squash courts/function room building (2-storeys) plus single storey changing accommodation, gymnasias, restaurant, open-air pool
- Garden Cottage within grounds is Grade II listed
- Other pre 1948 buildings listed by virtue of attachment or location within curtilage
- Main car park 1 (41 spaces) adjacent to Wood Lane, additional car park 2 to south (37 spaces) with overspill parking, car park 3, beyond at lower level behind adjacent religious centre (approx 50 spaces)

Item 3/01:- P/1863/06/CFU continued.....

- Open-air tennis courts, landscaped grounds plus woodland and open land beyond buildings within Site of Nature Conservation Interest
- Land within Wood Farm to east
- Stanmore Country Park to south
- Religious centre to west

c) Proposal Details

- Permission is sought for change of use of two of the Temple buildings to provide 3 self contained flats and eleven studio flats
- The two rectangular buildings are located on the Wood Lane frontage at the western end of the site, to the north of the main entrance. Building '2', the larger of the two buildings, is a part two, part single storey building, the two storey element of which, is known as Garden Cottage and is an early Victorian structure (circa 1840's). Along with the brick boundary wall that extends to the south west from the western corner of the cottage, it is a statutory Grade II Listed Building.
- Building '4' is a single storey structure with a pitched roof.
- No external alterations or extensions are proposed in the scheme.

d) Relevant History

P/3058/06/CVA Variation of Planning Conditions
Numbers 3, 4, 5, 6 & 7 of the change
of use planning permission Ref:
P/1306/06/CFU under provisions of
Section 73 of the Town And Country
Planning Act 1990, In order for the
development to be regularised.

This application was necessary because the use of the site as a place of worship had commenced before five of the conditions of permission for the change of use have not been discharged.

This application is currently invalid because the information that has been provided by the applicants is insufficient and unsatisfactory. Until these conditions are discharged the use of the building as a place of worship is unlawful.

The trustees of the site are also in breach of an obligation under the terms of the S106 Deed of Agreement with the Council that was included in the planning permission for the change of use.

They are obliged to request prior approval from the Strategic Planning Committee to use land that is outside of the defined parking areas as overspill parking space on the approved plan (ref: SP/854/C) on each of the six occasions in the year when such activity is permitted.

P/1306/05/CFU	Change of Use: Leisure to religious uses including conversion of garages to caretakers house. Increase in height of squash/functions building by 1m, external alterations, additional car park.	GRANTED 19-MAY-2006
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Item 3/01:- P/1863/06/CFU continued.....

e) Applicant Statement

- Not submitted

f) Consultations:

- Stanmore Society: - no response

Advertisement:	Character of Conservation Area/Setting of Listed Building/Departure from UDP	Expiry: 06-12-06
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Notifications:

Sent:	Replies:	Expiry: 06-12-06
363	9	

Summary of Response:

Objections on grounds of Increased traffic congestion, noise and visual intrusion, harm to the appearance of the conservation area. Only a small residential scheme of one or two units is acceptable in the context of the Green belt location of the site.

APPRAISAL

1) Green Belt Land and Area of Special Character

The proposal to change the use of the two buildings to self contained residential flats and studios would be contrary to HUDP policy and to national guidance contained within annex 'C' of PPG2. HUDP Policy EP32 sets out the land uses that are acceptable in the Green Belt, such as the existing use of the site as a Place Of Worship within the D1 Use Class. Residential uses do not fall within any of the categories of development that are acceptable in principle and are regarded as inappropriate development in the Green Belt.

PPG2 advises that in some instances there may be very special circumstances where the harm to the Green Belt caused by a residential development can be outweighed by benefits to it. It is for the applicants to demonstrate such special circumstances. In this scheme no such circumstances have been indicated. Indeed, it would be difficult to justify circumstances that could overcome the conflict with HUDP policy that the change of use of the buildings raises.

2) New Residential Development - Amenity Space and Privacy (D5)

The proposal does not include provision for private usable amenity space for the occupiers of the development. This is contrary to the advice in Policy D5. In new residential development private usable space for owners needs to be provided for amenity purposes and as a visual amenity for occupiers.

3) Accessible Homes

No details of been provided of how the proposed flats and studios would be adapted to meet Lifetime Homes standards and how a satisfactory proportion of them could be adapted to wheelchair housing. This is contrary to the advice in HUDP Policy H18 and the Council's SPG (Supplementary Planning Guidance) Document entitled 'Access For All'.

4) Parking Standards

No car parking provision has been made for the proposal, nor has any justification for the non provision been made by the applicants, as set out in the advice in HUDP Policy T13. The failure to make such provision could result in a worsening of traffic and parking conditions in a locality that is not within easy walking distance of public transport services, contrary to Policy T13.

5) S17 Crime & Disorder Act

The use of the existing doors fronting Wood Lane raise safety issues as there would be no surveillance from the buildings, as they are not directly on the footpath of Wood Lane.

The lack of any defined amenity space would also raise security issues and conflict with the other uses on the site. This would be contrary to the advice in HUDP Policies SD1 and D4 and Government Guidance as set out in 'Safer Places'.

6) Consultation Responses:

Addressed in the report

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.

SECTION 4 – CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None

SECTION 5 – PRIOR APPROVAL APPLCIATIONS

None