

## SECTION 1 – MAJOR APPLICATIONS

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**EDF SITE  
SUBSTATION ADJACENT TO 102  
ROXETH GREEN AVENUE  
SOUTH HARROW**

**Item: 1/01  
P/3229/06/CFU/RP1**

Ward ROXBOURNE

CONSTRUCTION OF 12 FLATS WITH PARKING, AMENITY SPACE AND WIND  
TURBINES / SOLAR PANELS

**Applicant:** Zed Homes

**Agent:** Mrs Rebekah Jubb

**Statutory Expiry Date:** 13-FEB-2007

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### RECOMMENDATION

Plan Nos: 04033 ECO/152D, 153E, 154E, 155E, 156E, 157E, 158E, 159C,  
160D, 161C, 162C, 163, 164A

**GRANT** permission in accordance with the development described in the  
application and submitted plans subject to the following conditions:

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 part of the development hereby permitted shall commence unless and until  
rights of way for satisfactory means of vehicular and pedestrian access to Stanley  
Road and pedestrian access to Roxeth Green Avenue are granted and  
documentary evidence of those rights are provided in writing to and agreed in  
writing by the local planning authority.

REASON: To ensure a satisfactory form of development and that it may be  
accessed by all those needing to attend the building.

3 12 homes in this development, as detailed in the submitted and approved  
drawings, shall be built to Lifetime Home Standards, and thereafter retained to  
those standards.

REASON: To ensure provision of 'Lifetime Home' / 'Wheelchair' standard housing  
in accordance with the policies of the Harrow Unitary Development Plan.

4 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

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shall thereafter be retained.

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

5 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.

6 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.

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 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.

9 The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

REASON: To safeguard the appearance of the locality.

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10 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.

11 Storage shall not take place anywhere within the application site except within the building(s).

REASON: To safeguard the amenity of neighbouring residents.

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.

13 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.

14 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:

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

H4 Residential Density

H5 Affordable Housing

H6 Affordable Housing Target

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

H18 Accessible Homes

T6 The Transport Impact of Development Proposals

T13 Parking Standards

**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:**

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.

**4 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.

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

- 1)** Provision of housing and density (H3, H4)
- 2)** Affordable Housing (H5, H6)
- 3)** Standard of Design and Layout (D4)
- 4)** New Residential Development - Amenity Space and Privacy (D5)
- 5)** Accessible Homes (H18)
- 6)** Northolt Aerodrome safeguarding (T6)
- 7)** Parking Standards (T13)
- 8)** S17 Crime & Disorder Act
- 9)** Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return	Major Dwellings
Type:	
Site Area:	0.10 ha
Habitable Rooms:	36
Density:	360 hrph 120 dph
Car Parking:	Standard: 17 (maximum)
	Justified: 12
	Provided: 12(one for disabled) + 12 secure cycle spaces
Council Interest:	None

### **b) Site Description**

- Regular-shaped site between the former Biro House site (now under construction) to the south and the rear of 102 to 110 Roxeth Green Avenue to the north.
- The east side comprises industrial buildings accessed from Brember Road and on the west side is a small vacant site and then an electrical sub station.
- The site is vacant.

### **c) Proposal Details**

- To construct a four storey block of 12 x 2 bedroomed flats. The building is intended to have a zero carbon footprint and includes a bio mass boiler, solar panels and four wind turbines.
- Vehicular access is to be taken via the Biro House site with a second pedestrian only access alongside the sub station to Roxeth Green Avenue.
- The design of the building complements that being built on the adjoining land. Elevations are to be of brick with some render. Balconies have been removed from the north ( facing Roxeth Green Avenue)elevation and some windows relocated to face west rather than north

### **d) Relevant History**

None: whilst this site adjoins the Biro House site it has not formed part of it. The development of the former has enabled an access to be formed to the application site.

### **e) Applicant Statement**

The applicant has submitted the following:

- Design and Access statement
- Transport Statement
- Sustainable Solutions
- Ecology Survey
- Technical Information pack

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- The last item includes information concerning the four wind turbines to be mounted on the roof. These are to be fixed to the elevations and will stand 4 metres above the roof level. The maximum noise emitted at any wind speed is 35 dB(A) (which approximates to the noise caused by two people speaking to each other). The diameter of the five bladed rotor arm overall is 2.4m. The blades are matt black to minimise any reflection. Due to their small size the wind turbines meet all standards concerning aviation, radar, and electromagnetic interference.

**f) Consultations:**

**Engineering Services:** requested that storm water run off be attenuated

**London Underground Engineering:** No response

**Environment Agency:** No response

**Defence Estates:** Response awaited.

**Advertisement:** Major development

Expiry: 28-12-06

**Notifications:**

Sent:

11

Replies:

1

Expiry: 14-12-06

**Summary of Response:**

Density, light, height, access, water supply, sewage disposal, noise and affordable housing.

**APPRAISAL**

**1) Provision of Housing and Density**

The HUDP has no maximum residential density. The density of the development is 120 dpha compared to 133 dpha allowed on appeal on the adjoining TXU site and now under construction.

**2) Affordable Housing**

The proposal is on a site of less than 0.5ha and is for 12 flats. Officers have checked whether this site could be added to the adjoining land and thereby fall within the policy requirements to provide affordable housing. There is no direct linkage between the sites, being separate ownerships and therefore no element of affordable housing has been sought. This lack of a connection is also reflected in the recommended Grampian condition ( No 2 above).

**3) Standard of Design and Layout + Amenity Space and privacy**

The design has sought to maximise the use of the site within its constraints. It represents a transition from the six storey block within the TXU site to the two storey houses in Roxeth Green Avenue. The amenity areas provided equate to 15 sq m and most flats also have a west or south facing balcony. The landscaping has been made subject of conditions.

**4) New Residential Development**

The proposed flats are to be to Lifetime Home standards.

**5) Accessible homes**

The development incorporates these standards and one disabled parking space is provided.

**6) Northolt Aerodrome safeguarding**

When the adjoining higher development was permitted the issue of aerodrome safeguarding, in relation to the flight path to RAF Northolt was addressed. No response has been received in respect of the current application which is two storeys lower than the permitted adjacent block on the TXU site.

**7) Parking Standards**

The parking provision is the at the same level as the TXU site. Given the public transport accessibility of the site this level of provision is acceptable.

**8) S17 Crime & Disorder Act**

No issues arise from this development

**9) Consultation Responses**

Apart from the points raised in the above sections of the report the matters of light and water supply need to be addressed. The four storey block stands to the south east of properties in Roxeth Green Avenue. The nearest house is 25 m away. Allowing for the rise in ground level estimated at 2m between the houses and the block the flats will throw a shadow up to the boundary as at the equinoxes (23 March and 22 September) . Before and after the shortest winter day (21 December), should the sun shine, the block will throw a shadow on the rear elevation of 102/104 mid morning as the sun moves across the sky having risen higher than Harrow On The Hill. Taking account of the advice issued by the Building Research Station there will not be a loss of daylight and the loss of sunlight is not such to be a reason for refusal. The issue of water supply, for 12 flats is not material unless the water supply company had placed a moratorium of development due to insufficient water supply.

**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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**COMFORT INN HARROW  
2-12 NORTHWICK PARK ROAD  
HARROW, HA1 2NT**

**Item: 1/02  
P/9/07/CFU/RP1**

Ward GREENHILL

EXTENSION AND ALTERATIONS TO HOTEL

**Applicant:** Comfort Inn  
**Agent:** DPDS Consulting Group  
**Statutory Expiry Date:** 03-APR-2007

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## **RECOMMENDATION**

Plan Nos: 3654/100A, 101, 102, 103, 104, 105, 106, 011C, 012B, 013B, 014C and 015C

**GRANT** permission in accordance with the development described in the application and submitted plans subject to the following conditions:

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 be occupied or used 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.

3 The development hereby permitted shall not commence until details of a scheme to provide 5 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.

4 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



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shall thereafter be retained.

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

5 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.

6 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.

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 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.

9 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.

10 The development hereby permitted shall not commence until details of any external works required for ventilation and fume extraction have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until those external works have been completed in accordance with the approved plans. The works shall thereafter be retained in that form.

REASON: To safeguard the visual amenity of neighbouring residents and the appearance of the building.

11 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.

12 The premises shall be used for the purpose specified on the application and for no other purpose, including any other purpose in Class C1 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 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.

14 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.

15 No food or drink shall be permitted to be consumed or entertainment take place outside of the buildings.

REASON: To maintain residential amenity.

16 The first floor and second floor windows facing south east, as shown in plan 3654/015/C, shall be formed of obscure glazing for the lower half of each window and the obscure glazing shall be retained.

REASON: To maintain residential amenity.

## **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:

D4 Standard of Design and Layout

T6 The Transport Impact of Development Proposals

T13 Parking Standards

R15 Hotels and Guest Houses

### **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:**

**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.

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

- 1)** Standard of Design and Layout (D4)
- 2)** Transport impact of development proposals (T6)
- 3)** Parking Standards (T13)
- 4)** Hotels and Tourism (R15)
- 5)** S17 Crime & Disorder Act
- 6)** Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Major – all other
Site Area:	0.43 ha
Hotel Rooms	73 + 18 proposed = 91
Car Parking:	Standard: Up to 1 space per 5 bedrooms + for staff/visitors
	Justified: 53
	Provided: 53
Council Interest:	None

### **b) Site Description**

- Irregular-shaped building facing the junction of Northwood Park Road and Gayton Road.
- In addition within the hotel site stands 57 Gayton Road and a detached building next to 2 Manor Road.
- The main hotel building is part three/part two storey and No 57, which is to be demolished is three stories in height.
- The existing car park in front of the hotel is accessed from Northwick Park Road and a further car park is located to the rear of the main building accessed from Manor Road.

### **c) Proposal Details**

- Construct a one, two and three storey extension to the main building.
- Replacing No 57 Gayton Road with a two storey extension linked to the main hotel.
- Altering and enlarging the rear car park by three spaces.

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

Following the previous decision (P/2792/05/CFU) the following amendments have been made:

- The depth of the rear extension has not been altered. It would stand 30 metres from the rear main wall of the nearest house in Manor Road, The extension is between 3.5 to 9.5m deeper than the existing building. Other aspects of the extension have been changed as set out below.
- The east facing rooflights are to half obscure glazed to prevent any direct overlooking of the neighbouring garden 15m away.
- The same applies to the south east facing windows at first floor level which are to be obscure glazed for the lower half of the windows.
- The area to be used for parking in front of the site is currently used for car parking. The proposed parking area will reoccupy this space with a landscaped area adjoining the residential property next door.

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**d) Relevant History**

P/272/05/CFU	Part single/part 3 storey rear extension + part single part 2 storey extension to No 57 Gayton Rd	REFUSED 22-APR-2005
P/2792/05/CFU	Extensions and Alterations to provide additional bedrooms and demolition of No 57 Gayton Rd.	REFUSED 3-NOV-2005

Reasons for Refusal

- Three storey rear extension by reason of excessive depth would be visually obtrusive and overbearing when viewed from the rear garden of No 2 Manor Road.
- East facing roof lights would allow overlooking of adjoining property.
- First floor south east facing windows would give rise to perceived overlooking to the rear of the adjoining property.
- Proposed parking spaces would extend area of hard surfacing to an unacceptable level and not respect the character of the wider area.

**e) Applicant Statement**

- Hotel enlargement is compatible with national and HUDP policies.
- An unacceptable loss of residential amenity is avoided and amenity is improved in respect of No 59 Gayton Road.
- Varying the mix and orientation of the built form keeps the proposal in scale with its surroundings.

**f) Consultations:**

**Advertisement:** | Major development | Expiry: 24-01-07

**Notifications:**

Sent: Replies: Expiry: 24-01-07  
3 including Greenhill  
Manor RA.

**Summary of Response:**

more traffic; adverse effect on character; noise and disturbance; size and bulk;  
legal agreement

**APPRAISAL**

**1) Design and layout**

The proposal is part two storey being the replacement building in Gayton Road and part three storey with rooms in the roof of the rear extension. From the elevations submitted of the existing and proposed building the extension fits within the design of the existing hotel when viewed from either of the main elevations. The additional bedrooms with the introduction of obscure glazing do not directly overlook neighbouring properties or their gardens. In the case of the bedrooms in the roof, due to the slope of the roof it is not possible to walk

upright to the window.

**2) Transport Impact and Parking**

**3)** The proposals add 18 bedrooms and two meeting rooms totalling 217 sq m. Applying the maximum standard of 1 space per five rooms gives a requirement of 19 spaces leaving 34 for visitors, and employees. The streets around the hotel are regulated as a residents' parking zone. The location of the hotel within 750 m of Harrow on the Hill station and bus station gives a high level of public transport accessibility which coupled with the parking on site minimises the transport impact of the development.

**4) Hotels & Tourism**

Policy R15 of the HUDP supports the retention and improvement of hotels where appropriate, within the strategic HUDP Policy SR2 for the provision of arts, cultural, entertainment, tourism and recreational activities.

**5) S17 Crime & Disorder Act**

There are no issues raised by this application.

**6) Consultation Responses**

Apart from the points raised in the above sections of the report, other issues raised are character, noise and disturbance and a legal agreement. The character of the area is mixed both in terms of property uses and the appearance/height of buildings. Within 100m of the site there are other hotels and a secondary school. Buildings are two storey in height with some three storey buildings such as Hanbury Court facing the junction with Manor Road. As already noted the appearance fits in with the neighbourhood. The issue of noise and disturbance arises if guests are permitted to socialise outside of the buildings. It is a primarily a matter for licensing. This application gives the opportunity to reinforce licensing by conditions to ensure the extensions are designed to keep noise within and that no food, drink or entertainment is permitted outside.

**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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**PRINCE EDWARD PLAYING FIELDS  
ST. DAVIDS DRIVE  
EDGWARE**

**Item: 1/03  
P/2/07/CFU/RP1**

Ward QUEENSBURY

REDEVELOPMENT FOR ENLARGED FOOTBALL STADIUM AND CLUBHOUSE, FLOODLIGHTS, GAMES PITCHES, BANQUETING FACILITIES, HEALTH AND FITNESS FACILITY, INTERNAL ROADS AND PARKING

**Applicant:** Barnet Football Club Holdings

**Agent:** RPS Planning

**Statutory Expiry Date:** 23-MAR-2007

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## **RECOMMENDATION**

Plan Nos: 1183-PL-001A, 1183-PL-020 004 Rev D, 002 Rev E, 003 North Rev B, 003 South Rev B, 005 Rev C, 006 Rev B, 007 Rev B, 010, 011, 012, 013

**INFORM** the applicant that a formal decision notice will be subject to referral of the application to the Government Office for London in accordance with the Town & Country Planning (Flooding) (England) Direction 2007 and the completion of a legal agreement within three months of the date of the Committee decision on this application relating to :

- i) Travel Plan
- ii) The termination of the 2003 agreement; and
- iii) The developer or successor in title shall fund all costs of public consultation, analysis, reporting and implementation of local onstreet parking restrictions, at any time within 3 years of the first taxable occupation if in the Council's opinion a monitoring period shows unacceptable local on street parking, up to a maximum of £15,000 index linked.

**GRANT** permission in accordance with the development described in the application and submitted plans, subject to the following conditions;

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 be occupied or used 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.

3 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 use shall not be commenced 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.

4 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 building(s) is/are occupied

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

5 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.

6 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.

7 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



Item 1/03: P/2/07/CFU continued....

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.

8 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.

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 main stand and entertainment facility hereby permitted shall not commence until detailed particulars of the levels of noise to be generated in the building, of the provision to be made for the insulation of the building against the transmission of noise and vibration by reason of granting this permission, and of times during which noise producing activities will be carried out shall be submitted to, and approved 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 that adequate precautions are taken to avoid noise nuisance and to safeguard the amenity of neighbouring residents.

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12 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.

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

REASON: To safeguard the character of the area by restricting the amount of site coverage and size of dwelling in relation to the size of the plot and availability of:-

(a) amenity space

(b) parking space

and to safeguard the amenity of neighbouring residents.

14 The premises shall be used for the purpose specified on the application and for no other purpose, including any other purpose in Class D2 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.

15 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.

16 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.

17 The playing surfaces floodlighting hereby permitted shall only be used on any day up to 2200 hours except when evening matches are being played at the main stadium which floodlighting shall be used not later than 2300 hours.

REASON To safeguard the amenities of the locality.

18 All exterior lighting other than floodlighting shall be extinguished on any day not later than 2230 hours except lighting not more than 1m above the finished road or car park level shall be extinguished not more than 60 minutes after the end of any

Item 1/03: P/2/07/CFU continued....

match or event.

REASON: To safeguard the amenities of the locality.

19 The design of all lighting columns, light fittings, intend light levels measured in lux and the consequent light spillage beyond any playing surface shall be submitted to and approved by the local planning authority prior to the first taxable occupation of the site.

REASON: To safeguard the amenities of the locality.

20 All loading and unloading of goods and passengers shall take place within the site so as to ensure the free flow of traffic both within the site and on the adjoining highway

REASON: To ensure the free flow of traffic and highway safety on Camrose Avenue.

21 All vehicles shall enter and leave the site via Camrose Avenue except that emergency services vehicles may enter and leave by Whitchurch Lane. Traffic management measures to give effect to this condition, subject to the prior written approval of the local planning authority , shall be installed and maintained thereafter to ensure the free flow of traffic on Whitchurch Lane.

REASON: To maintain the free flow of traffic and highway safety.

22 The development shall not commence until appropriate flood mitigation measures have been submitted to and approved by the Local Planning Authority.

REASON: To prevent increased risk of flooding.

23 Pedestrian access to and from Whitchurch Lane shall be maintained at all times when the site is in use.

REASON: To maximise travel other than by car.

24 The smaller car park shall not be used for parking in conjunction with the entertainment facilities after 6pm on any day.

REASON : To maintain the amenities of the locality.

## **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:

SR1 Open-Air Leisure and Sporting Activities

EP47 Open Space

D23 Lighting, Including Floodlighting

T6 The Transport Impact of Development Proposals

T13 Parking Standards

T15 Servicing of New Developments - Council's Adoptable Standards

R4 Outdoor Sports Facilities

R5 Intensive Use Pitches  
R13 Leisure Facilities

## 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

**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.

## 4 INFORMATIVE

The grant of planning permission does not imply the subsequent grant of any other necessary consent from Harrow Council as required by legislation or the conditions hereby imposed.

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

- 1) Open Air Leisure and Sporting Activities (SR1)
- 2) Open Space (EP47)
- 3) Lighting (D23)
- 4) Transport impact (T6)
- 5) Parking Standards (T13)
- 6) Servicing New development (T15)
- 7) Outdoor Sports Facilities (R4)
- 8) Intensive use Pitches (R5)
- 9) Leisure Facilities (R13)
- 10) S17 Crime & Disorder Act
- 11) Consultation Responses

### **INFORMATION**

Members have visited this site prior to the committee meeting.

#### **a) Summary**

Statutory Return Type: Major-Other  
Site Area: 17.00 ha

Item 1/03: P/2/07/CFU continued....

UDP Proposals Site 12

Car Parking:	Standard:	Restraint based-on merits
	Justified:	300
	Provided:	300 + coach, motor bike and cycle parking

Council Interest: Freehold

**b) Site Description**

- Irregular-shaped former educational sports grounds site running north/south alongside the Jubilee line.
- Access is from Whitchurch Lane to the north and Camrose Avenue from the south.
- The site is bound to the east by residential properties and a flood relief area controlled by the Environment Agency. To the south lie residential properties facing Camrose Avenue.
- The site falls from the north to the Edgware Brook, which crosses the site and then rises again to Camrose Avenue.
- Currently the site is occupied by an incomplete football stadium, access roads, parking areas (total 300 spaces), incomplete tennis courts and 15 pitches for outdoor sports

**c) Proposal Details**

- Enlarge the football stadium by adding a fourth stand on the west side of the pitch adjacent to the railway embankment. This will increase capacity from 4,000 to 5,176 spectators.
- Form a second football ground with a seating capacity of 750 people.
- Complete and remodel the interior the main stand so as to provide football club and health/fitness facilities on the ground floor and two large conference/entertainment spaces on the first floor.
- Rearrange and alter the other pitches, vehicle parking (total 326 car spaces, 10 coach spaces, 100 cycle spaces and 20 motor cycle spaces) and grassed training areas. Provide two all weather floodlight pitches between the main ground and the rear of Camrose Avenue.
- Build a groundsman's house near to what will be the vehicle access from Camrose Avenue. Access from Whitchurch Lane is to be restricted to pedestrians and cyclists.

**d) Relevant History**

EAST/148/01/OUT	OUTLINE: FOOTBALL STADIUM, TERRACES, STAND & CLUBHOUSE, FLOODLIGHTS, ARTIFICIAL PITCH AND TENNIS COURTS, HEALTH AND FITNESS CENTRE, PARKING, VEHICULAR ACCESS FROM CAMROSE AVENUE	GRANTED 11-04-03
P/898/03/CDP	APPROVAL OF RESERVED MATTERS FOR EAST/148/01/OUT	APPROVED 04-08-03

Item 1/03: P/2/07/CFU continued....

P/1087/03/DVA	VARIATION OF CONDITION 13 (PARKING) OF EAST/148/01/OUT	GRANTED 29-07-03
P/1784/03/CFU	FLOOD ALLEVIATION WORKS	GRANTED 07-11-03
P/1784/03/CFU	CONDITIONS 5 & 7 VARIED ON APPEAL	APPEAL ALLOWED 17-08-04

**e) Applicant Statement**

The applicant has submitted the following documents in support of the application;

- Planning report
- Design and Access statement
- Transport Assessment
- Travel plan
- Noise Assessment
- Draft Football development plan

The application and the above documents are available for members in the office of the Chief Planning Office and are available for all on line and at the Planning Service offices. The proposed football stadium and associated facilities are to be used by Barnet Football Club and local football clubs and organisations. The proposal is in accord with the HUDP Proposal Site 12 and will bring this abandoned site back into a beneficial use.

**f) Consultations:**

**The Sports Council;** No response

**Barnet Council;** No response

**Environment Agency;** Reply received 21 February 2007

**GLA;** Paper plans requested otherwise no response

**Advertisement:** Major Development Expiry: 25-JAN-07

**Notifications:**

Sent: 79 Replies: 2 in favour  
6 against + petition of  
68 signatures Expiry: 25-JAN-07

**Summary of Response:**

Noise; light pollution; traffic congestion; on street parking; crowd control; lack of secure boundary and effect on trees

**APPRAISAL**

**1) Open Air Leisure and Sporting Activities / Open Space.**

This site is allocated in the HUDP as open space and as proposal site No 12. This provides that the land shall be used for outdoor leisure, incorporating a

community stadium, tennis courts and sports pitches. As is clear from the history above a previous permission was given in 2003 for a similar form of development including a stadium for 4,000 people. This application has been part implemented so that the 2003 permission remains valid and could be completed if it is not subsumed by the grant of the application now before the committee. The facilities are to be made to the community by way of a 'Football Development Plan' which is to be part of the development agreement between the applicant and the Council as Landowner.

In strategic terms this application is no different. In terms of the details it is sufficiently different to require a new application to be made. In the following sections of the appraisal comparisons have been made between that already permitted and that proposed.

- 2) Outdoor sports facilities, Intensive use of pitches and Leisure Facilities.** Policies in the HUDP commit the council to seeking further provision of outdoor sports schemes that are limited in supply and support proposals for intensive use pitches other than in the green belt provided there is no adverse impact on residential amenity or the environment. The 2003 scheme and the application provided for development set out below:

<b>2003 permission</b>	<b>ITEM</b>	<b>2007 application</b>
4,000 people	Main Stadium	5,176 people
Artificial pitch	Second football ground	1,000 people
6	Tennis Courts	None
1	Cricket ground	None
10	Football pitches	4
None	Training areas	9
2	Of the above are floodlight	4
1	Health and fitness centre	1
1197M <sup>2</sup>	Entertainment area	1197 m <sup>2</sup>
Existing	Groundsman's house	New one

The Council had a full survey undertaken in 2004/05 of open space provision in the borough. (PPG17; An Assessment of Quantity, Quality and Access, August 2005). In respect of pitch provision in the eastern third of Harrow, it concluded for football, that there was a surplus of senior pitches, a shortage of junior pitches and a surplus of mini pitches. The proposal includes an intermediate youth pitch, a junior pitch and four pitches for 'small sided' (ie less than 11 a side) games. The training areas north of the Edgware Brook are of sufficient size to provide a cricket pitch.

### **3) Lighting**

The proposals provide for the flood lighting of the main stadium, the second football ground and two pitches between the main ground and Camrose Avenue. The lighting columns are to be 15m high and the light fittings of the 'flat faced type so that the light spillage beyond the playing surface can be minimised (as has been done at Sport East, Harrow on the Hill, which was given permission last year). HUDP policy D23 addresses this issue.

Conditions are proposed to control appearance, intensity of lighting and hours of use of floodlights.

**4) Transport Impact**

Originally 625 parking spaces were proposed for this site in association with its sports and leisure use. The GLA objected to this high level of provision and subsequently provision was reduced to 300 public spaces plus provision for coaches, motor bikes and cycles. The site has a public transport access level of 3 which is the intermediate level since level 1 is low and level 5 is high. Access to all public transport is via Whitchurch Lane except bus service 288 on Camrose Avenue. The latter is also to be the main access for all vehicles including deliveries.

The coach park has capacity for 10 coaches (500 people) and separate provision is made for match officials, emergency services and disabled drivers. There is no material difference in the parking provision made for the 2003 and 2007 proposals.

As for the impact of the development on the wider road network, the issue falls into two parts. First what additional impact does the proposal make compared to the 2003 permission and second would the impact be greater than that for the 2003 permission during the first year of operation allowing for whatever transport and land use changes have occurred since 2003.

The current average attendance at Wealdstone Football Club, for example, is 190 for a home game, as advised by the applicant. The average attendance is used in assessing the 2003 application was a crowd of 250 people and for traffic matters, this was doubled to 500. Since the advice has changed and instead of assessing traffic impact say 5 or 7 years after the development comes into use, authorities are required to assess at the year of opening. It is anticipated that at the year of opening the traffic impact will be not more than that forecast for the 2003 permission. This is despite the rot capacity of the ground which is a reflection of the league's requirements and the anticipated attendance. As in 2003, a travel plan is to be agreed and implemented to maximise non-car travel.

**5) Parking Standards / Servicing New Development**

244 parking spaces are adjacent to the main stadium and entertainment facilities. A condition is proposed preventing the use of the smaller car park rear off 240-260 Camrose Avenue in association with the entertainment use after 6pm . The lighting of the access road, parking and servicing areas is also to be controlled by condition. This is a reflection of the parking areas being moved in comparison to the 2003 permission. A condition has been imposed requiring that delivery vehicles load and unload within the site. A further condition prevents the use of the Whitchurch Lane access except for pedestrians, cyclists and emergency service vehicles.

The plans show low level lighting to the parking and access roads. In the absence of full details these are subject to a condition regarding appearance,



intensity of light and hours of use.

**6) Intensive Use Pitches**

The alternative to the second ground with 750 seating is a third artificial pitch capable of intensive use with floodlighting. In a twelve hour period six x 90 minute games may be played allowing for 15 minute intervals between each half and each game.

**7) Leisure Facilities**

The provision of leisure/conference facilities is the same as that permitted in 2003, with two large suites within the main stand each capable of taking 750 people (subject to licensing depending on the nature of the event).

**8) S17 Crime & Disorder Act**

The site currently is manned 24 hours a day. This is to prevent the partly complete buildings from being vandalised and to prevent anti social behaviour on the open areas. Members may recall the high level of anti social behaviour that took place here when the educational playing field use was abandoned including fly tipping, cars being burnt and dumped and 'joy' riding. The new development will be fenced at its boundaries and both entrances controlled with the groundsman's house being adjacent to the main entrance to ensure control of the site when not in use.

**9) Consultation Responses**

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

- Noise: the applicant has provided a noise study. This is based in respect of traffic and crowd noise with an attendance of 500 people at a football match. The noise study concludes that provided the internal access road is completed (ie properly surfaced with physical speed restrictions), the site adequately fenced and events managed, that noise would be within the requirements of the relevant HUDP policies. Light pollution, congestion and on street car parking-see report.
- Members will also wish to know that if the development is permitted then a series of licences will need to be obtained in addition to planning permission and the discharge of planning conditions. These include licences for the sale of alcohol, music and entertainment and the preparation/sale of food. In addition, The Fire Safety and Safety of Places of Sports Act 1987 will apply; in particular the so called Green Guide which addresses all operational and public safety issues within stadia. Licensing under this Act, other than for Football League and Premiership grounds, falls to the local authority.
- Crowd control; To a large extent this is matter for licensing in the event of the development taking place.
- Secure boundary; this is subject to a condition requiring details of the fencing to be submitted.

- Effect on trees; a landscaping scheme is required to be submitted which includes those trees to be retained and protected.
- Flooding. This application is the consequence of the partnership between Harrow ) Council as a land owner and Barnet Football Club intended to bring the site back into sporting use. Both sides have worked together so as to reuse and adapt that which has already been built. The Council's in house drainage team have advised the imposition of a condition which forms condition No 22. In the event that the committee resolves to grant permission, under the new direction, the resolution has to be referred to GOL unless the Environment Agency withdraws its objection.

### **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**      **Item: 1/04**  
**P/3523/06/CCO/DC3**  
Ward      CANONS

RETENTION OF AMENDMENTS TO BLOCK C

**Applicant:** CREST NICHOLSON (CHILTERN) LTD  
**Agent:** DAVIES ARNOLD COOPER  
**Statutory Expiry Date:** 13-MAR-07

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## **RECOMMENDATION**

Plan Nos: CH 493/LOC/001, 131-TP-AA-001, 131-TP-AA-002, 131-TP-AA-003, 131-TP-AA-050, 131-TP-AA-051, 05-079-CH493-470A, 05-079-CH493-471A, 05-079-CH493-472A, 05-079-CH493-473A, 05-079-CH493-473A, 05-079-CH493-474B, 05-079-CH493-475B, 05-079-CH493-476A, Design and 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 done so in accordance with conditions imposed to outline planning permission P/2527/03/COU and reserved matters planning permission P/1650/05/CDP, insofar as the same are still subsisting and capable of taking effect.

REASON: to ensure that the development complies with the wider approved development for the site.

## **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  
D4      Standard of Design and Layout  
D5      New Residential Development – Amenity Space and Privacy  
EP34    Extension to Buildings in the Green Belt  
EP35    Major Developed Sites in the Green Belt

Supplementary Planning Guidance: Designing New Development, March 2003

### 2 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.

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

- 1) Standard of Design and Layout (SD1, D4, D5)
- 2) Effect on the Green Belt (EP34, EP35)
- 3) Existing Unilateral Undertaking
- 4) S17 Crime & Disorder Act (D4)
- 5) Consultation Responses

### **INFORMATION**

#### **a) Summary**

Statutory Return Type:	Major Development
Green Belt	Yes
Site Area:	11.45ha
Council Interest:	None

#### **b) Site Description**

- Major Developed Site in the Green Belt and Proposal Site in the Harrow UDP 2004;
- Stanmore Common lies to West and South, M1 Motorway to North,
- Six Residential properties to East with Royal National Orthopaedic Hospital beyond;
- Residential property at The Lodge to Southwest at a distance of 40m from existing buildings on the site;
- Access to site from Warren Lane; bridleway running near to Southern and Western boundaries, London Loop (public footpath around London) to East;
- Site originally formed grounds of the Grove, a manor house demolished in the 1980's;
- Site used for research and light industrial uses since 1940's by Marconi and most recently by BAE Systems Ltd;
- Grade II Listed Building located to South of existing security fence.

#### **c) Proposal Details**

- Retention of 4- storey block to provide for 44x2 bedroom affordable units;
- Revisions include:
  - First of the two gables on the East elevation has been moved 2.7m

Item 1/04: P/3523/06/CCO continued....

to the right;

- Ground floor entrance way has been moved to the centre on East elevation;
- The third gable is moved 1m toward the left than originally approved on South elevation;
- Decrease in overall building height of by 300mm;
- Decrease in overall footprint of building by approximately 160m<sup>2</sup>
- Internal alterations to include narrower communal corridor.

**d) Relevant History**

<u>P/2527/03COU</u>	Outline: Use of site for residential purposes (duplicate application)	NON DETERMINATION 11-FEB-04
		APPEAL ALLOWED 31-MAR-05 Subject to Unilateral Undertaking
<u>P/1650/05/CDP</u>	Details pursuant to outline permission (P/2527/03/COU) 90 x 2/2 and a half storey houses, 108 flats in 3x4 storey blocks with underground parking, access roads and open space (Revised).	GRANTED 11-NOV-05
<u>P/803/06/CFU</u>	Construction of conservatory extensions to 17 'A' type houses approved under reserved matters REF: P/1650/05/CDP for 90 x 2/2 and a half storey houses, 108 flats in 3x4 storey blocks with underground parking, access roads and open space (Amendment to P/1650/05/CDP).	GRANTED 10-NOV-06

**e) Applicant Statement**

- The application relates to minor amendments to Block C;
- The use of block C as residential is entirely in keeping with the current use of the site;
- The amount of development is the same as previously approved;
- The overall footprint of the building is slightly reduced with the rationalisation of the communal areas within the block improving the energy efficiency of the building as the heated areas of non habitable space have been reduced;
- As there is no appeaseable change in the footprint, the bulk or the massing of the building the landscaping of the scheme is not affected.

**f) Consultations:**

- **Stanmore Society:** No response

**Advertisement:** Major Development Expiry: 01-FEB-07

**Notifications**

Sent Replies Expiry: 06-FEB-07  
6 None

**Summary of Responses:** None

**APPRAISAL**

**1) Standard of Design and Layout**

The overall design and layout of the revised building does not substantially differ from the approved development. It has an overall decrease in footprint and height (300mm lower) than the previously approved development.

The first of the two gables on the East elevation has been moved 2.7m to the right, although maintains the same design and shape. As a result the ground floor entrance way has been moved to the centre.

The South elevation is marginally longer than the approved plans (1m) and the third gable is moved 1m toward the left than originally approved.

The West and North elevations remain virtually unchanged.

The changes to the scheme are not considered to have an adverse effect on the overall appearance of the scheme, and there will be no material change to the amenity of neighbouring residents compared to the approved scheme.

**2) Effect on the Green Belt**

As the overall footprint and scale of the building is decreasing it is considered that there is no material harm to the green belt.

**3) Existing Unilateral Undertaking**

The proposed changes shall not affect the existing unilateral undertaking. After consulting Harrow Legal Services the wording of the undertaking is generic and non-specific with reference to specific plans and which buildings should contain affordable units. Furthermore there shall be no change in the number of affordable units (44x2 bedroom units) and room sizes shall meet minimum Housing Act 1985 standards.

**4) S17 Crime & Disorder Act**

Although the overall scale and layout of the amended building is less than the approved plans certain design amendments are less desirable. The proposed ground floor plan show the second entrance recessed 2m in from the predominant building frontage. Further the third entrance is tucked behind a corner by roughly 5m. Both alterations are considered undesirable from a

secured by design perspective as it can provide hidden areas for potential criminals to hide.

In this instance however it is not considered that these alterations would result in a less secure building. The second entrance has satisfactory natural surveillance from the houses across the street facing directly toward the entrance way. The third entrance has a habitable room window from one of the ground floor units looking directly onto the entrance way therefore natural surveillance is considered satisfactory.

Therefore the alterations are not considered overall to result in a poor design and are not contrary to secured by design principles.

### **5) Consultation Responses**

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

- 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.

## SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

None



## SECTION 3 – OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

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**TOWNSEND HOUSE**  
**160 - 174 NORTHOLT ROAD**  
**SOUTH HARROW, HA2 0PG**

**Item: 3/01**  
**P/3616/06/COU/DC3**

Ward ROXBOURNE

CHANGE OF USE OF PART GROUND FLOOR FROM B1 (OFFICE) TO A1 (RETAIL)

**Applicant:** Mr M Patel  
**Agent:** Kenneth W Reed & Associates  
**Statutory Expiry Date:** 21-MAR-07

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### RECOMMENDATION

Plan Nos: 1521/100, 1521/101, 1521/102, 1521/103, 1521/104, 1521/110, 1521/114, Design & Access Statement

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

1 The proposed change of use would, due to the loss of designated B1 office floor space of strategic importance to South Harrow and the wider Borough, be unacceptable in principle and contrary to Policy EM13 of the HUDP 2004 and recommendation 3b. of the URS London Borough of Harrow Employment Land Study 2006.

### INFORMATIVES

1 INFORMATIVE:

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, D4, D6, SEM2, EM13, ST1, T13, T15; Access for All Supplementary Planning Document, April 2006; URS London Borough of Harrow Employment Land Study 2006.

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### MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Change of use (SEM2, & EM13)
- 2) Design & Access (SD1, D4 & D6)
- 3) Parking & Servicing of Development (ST1, T13 & T15)
- 4) S17 Crime & Disorder Act (D4)
- 5) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Change of Use
Site Area:	2760m <sup>2</sup>
Floorspace	430m <sup>2</sup>
Car Parking:	Standard: 4 – 7 (maximum)
	Justified: No justification
	Provided: Non indicated
Council Interest:	None

### **b) Site Description**

- Existing 5-storey B1 office Building;
- Located in designated business use area as identified in HUDP Proposals Map 2004.
- Service yard and car park area to the rear;
- Single main entrance to offices on left side of ground floor front elevation;
- Northolt Road identified London Distributor Road;
- South Harrow Tube station 135m from site;
- South Harrow designated retail centre begins approximately 70m from proposal site;
- Residential properties across Pitt Road to rear of site.

### **c) Proposal Details**

- Change of use of part of ground floor from B1 (Office) to A1 (Retail);
- Total ground floor area to be changed to retail would be approximately 430m<sup>2</sup>;
- New entrance level entrance for proposed retail unit to right end of front elevation to reflect existing entrance to offices;
- Minor internal alterations to include removing some existing meeting & storage rooms to create more retail floor space.

### **d) Relevant History**

None

### **e) Applicant Statement**

- Current use of the building is B1;
- The ground floor space is considered ideal for a single retail outlet;
- The size, shape, headroom and relatively clear span arrangement makes it very useable;
- Wheelchair access is easily achieved;
- A new pedestrian access will be formed at northern end of ground floor;
- Existing southern entrance will be dedicated to the offices in the floors above;
- Existing floor level lines through with the level of the public highway which slopes gently from south to north;

Item 3/01: P/3616/06/COU continued....

- A new raised access will be formed to serve the new retail unit;
- All deliveries will be via the existing rear car park and goods lift;
- Car parking to be provided within the undercroft area of lower ground floor off main car park;
- New entrance lobby to be in glass to match existing lobby at southern end.

**f) Consultations:**

- Highways:
  - No objection provided there is the provision of a suitable lift for the movement of goods between the rear car park/servicing area at the rear and the retail and storage areas on the ground floor of the proposed layout.

**Advertisement:** | General Notification | Expiry: 2 Feb 2007

**Notifications:**

Sent:	Replies:	Expiry:
31	0	2 Feb 2007

**Summary of Response:**

N/A

**APPRAISAL**

**1) Change of Use**

This part of Northolt Road in South Harrow is characterised by large scale B1 office use, and as such it is recognised for its strategic importance for not only South Harrow but the borough as a whole. Policy EM13 of the Harrow Unitary Development Plan (HUDP) 2004 states:

*‘The Council will resist the loss of land and buildings within the following business use areas, as defined on the proposals map, from business and light industrial B1 uses: -*

...

*Northolt Road, South Harrow (North of South Harrow Station)...*

*...Those industrial areas listed above ... are of borough significance, and will be protected equally from loss to other uses.’*

Furthermore the URS London Borough of Harrow Employment Land Study 2006 recommendation 3b states:

*‘All existing office uses should be protected unless their quality and/or location do not meet current and projected future demands and requirements for office space in Harrow.’*

In principle a change of use away from B1 use in this location is unacceptable. Further the applicant has failed to demonstrate that there are substantial

material considerations that would outweigh the clear employment policies of the adopted HUDP 2004. It is therefore considered that the proposed change of use is unacceptable in principle due to the loss of designated B floor space of strategic importance to South Harrow and the wider Borough, contrary to policy EM13 of the HUDP 2004.

**2) Design & Access**

The overall design of the building will not change significantly alter the character the character or appearance of the existing building and is considered acceptable.

The design and access statement is considered mediocre at best and fails to clearly demonstrate how the proposal will comply with Harrow Council's Access for All Supplementary Planning Guidance.

**3) Parking and Servicing of New Developments**

It is difficult to ascertain from plans provided the number of parking spaces provided for the proposed use and the servicing of the retail unit.

**4) S17 Crime & Disorder Act**

It is considered that the proposed change of use would not have an adverse impact on the security of the existing building or site.

**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.

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**152 - 154 High Street  
Wealdstone  
HA3 7AT**

**Item: 3/02  
P/3625/06/CFU/DC3**

Ward WEALDSTONE

REDEVELOPMENT TO PROVIDE 3 STOREY BLOCK OF 14 FLATS WITH  
PARKING

**Applicant:** G & F Phelps Ltd  
**Agent:** MPS Architects - Michael Seston  
**Statutory Expiry Date:** 21-MAR-2007

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## **RECOMMENDATION**

Plan Nos: Design and Access Statement, 061301, 061313, 061314, 061315,  
061316, 061317, 061318, 061319, 061320

**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 site coverage by building and hard-surfaced parking areas and associated disturbance and general activity, would be an over intensive use of the site, and amount to an overdevelopment of the site to the detriment of neighbouring residents and the character of the area, contrary to policies SD1, D4, D5, and D9 of the Harrow Unitary Development Plan 2004 and Supplementary Planning Guidance: Designing New Development, March 2003.
- 2 The proposed development, by reason of poor positioning of windows on the rear and southeast flank elevations, would allow overlooking of neighbouring habitable room windows and rear garden amenity space resulting in a mutual loss of privacy for neighbouring and future occupants contrary to policies SD1 and D5 of the Harrow Unitary Development Plan 2004 and Supplementary Planning Guidance: Designing New Development, March 2003.
- 3 The proposed development, by way of poor layout, design and inadequate room size and communal floor space, 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 Accessible Homes Supplementary Planning Document, April 2006.
- 4 The proposed development, by way of poor design and layout, would fail to meet the key principles of Secured By Design and Safer Places and would create opportunities for crime contrary to policy D4 of the Harrow Unitary Development Plan 2004 and Supplementary Planning Guidance: Designing New Development, March 2003.

## **INFORMATIVES**

### **1 INFORMATIVE:**

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, D4, D5, D8, D9, D10, SH1, SH2, H4, H7, H18, T13  
Supplementary Planning Guidance: Designing New Development, March 2003  
Supplementary Planning Guidance: Extensions a Householders Guide, March 2003  
Supplementary Planning Document: Access for All, April 2006

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

- 1)** Design and Character of Area (SD1, D4, D9, D10)
- 2)** Layout and Amenity (D4, D5, D8, D9, D10)
- 3)** Accessible Homes (H18)
- 4)** Parking & Access (T13)
- 5)** Housing Provision & Need (SH1, SH2, H4, H7)
- 6)** S17 Crime & Disorder Act (D4)
- 7)** Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type: Major Dwellings  
Site Area: 940m<sup>2</sup>  
Habitable Rooms: 42  
Density: 447 hrph 149 dph  
Car Parking: See report  
Council Interest: None

### **b) Site Description**

- Site located on corner of High Street and Claremont Road;
- 2 storey detached building with loft conversion;
- Single storey extension on northwest side;
- Single storey extension on southeast side;
- Numerous trees on site with moderate area of greenery & amenity space;
- Formerly used as B&B housing now vacant;
- Dropped curb and vehicular access off Claremont Road;
- Claremont Road predominantly residential street;
- High Street is a designated TFL distributor road;
- High Street mostly comprised of Victorian/Edwardian 2-storey terraces, parades and semi villas;
- Large 3-storey block of flats at Dauphine Court, four houses down High Street from application site;
- Church offices across street at number 158 High Street.

**c) Proposal Details**

- Demolition of existing building;
- Redevelopment to provide 3 storey block of 14 x 2 bedroom flats;
- Parking for 10 cars, 5 open and 5 undercroft;
- 2 parking spaces to be disabled spaces;
- Existing vehicular cross over & access to be retained;
- Cycle store for 5 bicycles provided in undercroft;
- Bin store area on Claremont Road boundary providing space for 4 bins;
- Main entrance to building off High Street;
- Rear entrance via the undercroft car parking area of Claremont Road;
- Path to side of building adjacent to number 150 High Street providing access to rear garden area;
- Removal of trees on boundary with Pengelly Court and on High Street elevation next to 150 High Street.

**d) Relevant History**

LBH/33573	ALTERATIONS AND CHANGE OF USE TO GUEST HOUSE WITH CAR PARKING IN REAR GARDEN	GRANTED 26-NOV-1987
LBH/38763	CHANGE OF USE OF DOCTORS SURGERY TO GUEST HOUSE WITH CAR PARKING	GRANTED 8-SEP-1989
LBH/18254	ERECTION OF 2 STOREY REAR EXTENSION INCORPORATING FLANK ADDITION TO RAISE HEIGHT OF ROOF AND GARAGE EXTENSIONS TO SIDE OF DWELLINGHOUSE	DEEMED REFUSAL

**e) Applicant Statement**

- Site half a mile from Wealdstone mainline station & a number of bus routes pass the site;
- There are a number of large flats developments in the vicinity, many of which have been constructed in past 30 years and are 3 stories in height;
- The roof of the proposed development does not exceed the height of these buildings;
- The opposite side of Claremont Road is used as offices;
- Until recently the building has been used as a hotel and B&B accommodation;
- The proposal provides car parking, cycle racks and enclosed bin storage with adjacent wash down point;
- There is no one or dominant architectural style in the immediate area;
- The site at present would ideally lend itself to a corner development;
- None of the flank windows on the side of 150 High Street are habitable rooms;
- The proposed building is designed to be contained within the scale of the adjacent buildings;

Item 3/02: P/3625/06/CFU continued....

- The building avoids the flat box approach to flats design by providing faceted elevations which is achieved by providing projecting balconies, stepping the building in and out and curving the building as it turns the corner
- The roof with projecting canopies over balconies will add interest in design;
- The ground floor will be finished in either artificial stone or render with quality facing brickwork for the upper two stories in order to break up the mass of the building;
- All flats will be designed to Lifetime Homes Standards and the ground floor flats to Wheelchair Home Standards & the development will accord with Councils publication 'Accessible Homes';
- Security measures to include:
  - High security gate to be provided to side entrance adjacent to 150 High Street;
  - Front entrance to have keypad entry phone system
  - Entrance to be a projecting glass clad lobby;
  - Side boundary from the gate to Pengelly Court will have a 1.8m high close boarded fence;
  - The rear entry to the building will be visible from the street and have keypad access;
  - Side gate will have visibility to rear;
  - All windows will have special security locks.
- Design emission rates to be incorporated into scheme.

**f) Consultations:**

- Thames Water: Storm Water to be Attenuated
- Drainage Services: Similar Comment
- Highways:
  - Development should be resident permit restricted;
  - Forecourt area should not obstruct visibility over 600mm in height
- Metropolitan Police:
  - Concerns with Secured by Design element in proposal (see report).

**Advertisement:** Major Development

Expiry: 6 FEB 2007

**Notifications:**

Sent:  
25

Replies:  
0

Expiry: 6-FEB-2007

**Summary of Response:**

N/A

**APPRAISAL**

**1) Design & Character**

The existing building is not considered to make a positive contribution to the existing street scene. The extensions to either side and the protruding roof lights give the existing building somewhat of a piecemeal appearance. Being a corner plot any redevelopment should set a good standard of design whilst



complementing the existing character and appearance of the area.

The bulk of the building is 3-storeys with low pitch hipped roof and is considered contrary to policy D4 explanatory paragraph 4.11 of the Harrow Unitary Development Plan 2004 (HUDP) which states that *'buildings should respect the form, massing composition, proportion and materials of the surrounding townscape'*. This requirement is reinforced under PPS1, which states that development should respond to their local context and create or reinforce local distinctiveness. The large majority of residential dwellings in the immediate vicinity are 2 storey buildings with habitable roof space. The only clear exception to this pattern is the 3-storey block of flats at Dauphine Court, which are four houses down High Street over 25m away.

Explanatory paragraph 4.10 states that *'development should be designed to complement their surroundings and have a satisfactory relationship with adjoining buildings and spaces'*. The proposal fails to achieve this especially on the High Street façade where differing individual architectural styles in the roofing, fenestration, balconies and the porch on this elevation fail to relate to each other or the adjacent buildings. The northern façade has more unity but fails to relate to adjacent buildings.

In addition to this the extension of the first and second floors over an undercroft creates an inappropriately long street façade at the upper levels, this is not in scale with the pattern of development in the area and the location of open space between the built form of the main road and the residential side roads.

The proposed bin store area is not considered to make a positive contribution to the appearance of the development or the wider street scene. Further it would restrict natural surveillance to the parking area and it is questionable as to whether bins shown on the plans are of sufficient size to meet the new refuse storage standards.

The loss of semi mature trees and green space on the boundary with Pengelly Court is undesirable for an aesthetic perspective as these are considered to soften the impact of the side elevation of this building.

Overall it is considered the proposed development fails to respect the context, scale and character of the surrounding area contrary to policies SD1 and D4 of the HUDP 2004 and Supplementary Planning Guidance: Designing New Development, March 2003.

## **2) Layout and Amenity**

The overall layout of the proposed development is considered inappropriate with an excessive building footprint and excessive amount hard surfacing.

The proposal to locate 5 car parking against the boundary with the residential

block of flats at number 1-8 Pengelly Court is of concern as this is likely to significantly increase the amount of noise disturbance for the neighbouring occupants. Further to this the amount of rear garden amenity area would be minimal leaving approximately 15m<sup>2</sup> of rear garden amenity area per unit due to the excessive footprint of the building and amount of hard surfacing proposed.

The applicant states in their letter dated 19 December 2006 accompanying this planning application that the proposed scheme *“far exceeds that (amenity space) provided on a small site just down the road at 16 Station Road...”* There are key differences between this proposal and that approved at 16 Station Road (Ref: P/1594/06/CFU). In particular the approved scheme at 16 Station Road (a 4-storey mixed use scheme with retail at ground floor level) has no residential properties bordering the site and is characterised predominantly by non-residential uses in the immediate area. 152 –154 High Street on the other hand is flanked by residential properties on either side and is in a predominantly residential area. It is considered inappropriate to make comparisons between two significantly different sites to justify the suitability of this proposed scheme.

The proposed positioning of the windows on the main bedrooms at flats 9 and 14 are considered inappropriate, as they would allow for overlooking of the neighbouring rear garden amenity space for the occupants of number 150 High Street. The distance between the proposed windows and the neighbouring garden space is 8m, insufficient separation to avoid loss of privacy for neighbouring residents.

There is also concern with the encroachment of the building footprint toward 1-8 Pengelly Court. The existing distance between the existing the two buildings is approximately 23m, which is a satisfactory separation distance between habitable room windows. The new building footprint would reduce this distance to approximately 13m and as there would be 2 bedroom windows directly facing existing habitable room windows at Pengelly Court it is considered that this is insufficient separation to avoid mutual loss of privacy for neighbouring and future residents and therefore contrary to policy D5 of the HUDP 2004.

### **3) Accessible Homes**

The proposed development appears to generally comply with the Lifetime Homes Standards, but not fully. It fails numerous points on the Wheelchair Homes Standards of which the applicant states all ground floor units will comply with.

On close assessment the proposal fails to meet the SPD Accessible Homes, which requires that there be 10% provision for wheelchair access. The development fails to do this under points 7, 9, 10, 13, 15, 17, 18 and 22 of the Wheelchair Homes standards. It also fails to meet Lifetime Home standards under points 5, 6, 7 and 12.

The proposal is therefore contrary to policy H18 of the HUDP and the Harrow Council SPD on Accessible Homes.

**4) Parking & Access**

The provision of 10 spaces is below the amount recommended in Schedule 5 of the HUDP 2004, however given the locality of the site to good public transport links and given the concerns raised above with lack of amenity area it is considered that the parking provision could be reduced further or even be car free.

Cycle provision is considered to be inadequate for a development of this size. It is considered that should be at least 1 cycle rack per unit, in this instance only 5 spaces have been provided for instead of 14.

The proposed development proposes to utilise the existing vehicle cross over. This is supported in principle provided that any boundary fence/wall does not exceed 600mm in height on the first 2.4m either side of the access. This is to ensure adequate visibility between vehicles and pedestrians.

It is not clear from the plans submitted whether this has been taken into account.

**5) Housing Provision and Need**

provision of 14 units falls just under the 15 benchmark, which would require affordable housing. This proposal represents an additional 14 units to the Harrow housing stock, which would make a positive contributing with regards to meeting annual housing targets for the borough. This aspect of the development is therefore supported in principle.

The proposed density is 447 habitable rooms per hectare (hrph), which is well above the minimum requirement of 150 hrph as required by policy H4 of the HUDP.

**6) S17 Crime & Disorder Act**

For major applications such as this, applicants are advised to consult with the Metropolitan Police prior to submitting an application in order to address secured by design issues. In this case the applicant has chosen not to do this, despite advise from the Council's Planning Advice Team.

The applicant has briefly outlined some security measures proposed for the development in the design and access statement. These include:

- High security gate to be provided to side entrance adjacent to 150 High Street;
- Front entrance to have keypad entry phone system
- Entrance to be a projecting glass clad lobby;
- Side boundary from the gate to Pengelly Court will have a 1.8m high close boarded fence;
- The rear entry to the building will be visible from the street and

Item 3/02: P/3625/06/CFU continued....

- have keypad access;
- Side gate will have visibility to rear;
- All windows will have special security locks.

Feedback from the Metropolitan Police highlights several concerns with the proposal.

The details of boundary security are considered insufficient. The applicant shows a security gate mentioned on the side path and the vehicular entrance to the site, however does not elaborate on the specific details. The security gate should be self-closing and meet security standard BS3621.

The proposed boundary details state that a 1.8m high close-boarded fence will be erected. This is considered inappropriate as it limits natural surveillance.

The bin store area is of concern as it creates the potential for jumping our opportunities in blind spots behind the bins. Further as the bin store is located so close to the boundary it could act as a climbing aid for would be criminals.

Without an adequate security gate and transparent secure boundary fence of 2.4m in height the opportunity for criminal activity is not mitigated in the design.

With regard to car park security, the undercroft parking area offers no natural surveillance and has no automated key swipe gates restricting entry.

The communal entrance doors to the building must be fitted with an audio and visual access control system. A keypad phone system is referred to by the applicant in the Design and Access Statement but fails to elaborate further.

The proposed cycle storage area should be fully enclosed but open to vision. It is difficult to ascertain from details provided whether or not this is the case.

Essentially from the plans submitted it is difficult to ascertain what security measures are proposed. Through this lack of detail, combined with concerns highlighted by the Metropolitan Police it is considered that the proposal fails to fully address the Secured By Design principles and safety aspects of HUDP policy D4.

**7) Consultation Responses:**  
N/A

**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 APPLICATIONS

None