

SECTION 1 – MAJOR APPLICATIONS

Item: 1/01

**LAND REAR OF 71 BRIDGE STREET
PINNER, HA5 3HZ**

P/1907/07/CFU/RP1
Ward PINNER

REDEVELOPMENT: CONSTRUCTION OF 30 FLATS; AMENITY SPACE AND TWO DISABLED PARKING SPACES

Applicant: Zed Homes
Agent: Planning Potential
Statutory Expiry Date: 18-SEP-07

RECOMMENDATION

INFORM the applicant that:

1) the application is acceptable subject to the completion of a legal agreement within 3 months (or such period as the committee may agree) of the date of the committee decision relating to:

- (i) A residents' travel plan and
- (ii) The provision of at least 30% affordable housing being 9 units in total.

Plan Nos: 1528/ 108,109,110B, 111B, 112B, 113B, 114B, 115B, 120B, 121B, 122B, 123B, 124

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

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

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

2 Prior to the first taxable occupation of the building of any part of the building, safety measures shall be installed on the footway at the developer's expense.

REASON To maintain pedestrian safety on Bridge Street.

3 No development shall take place within the area indicated (this would be the area of archaeological interest) until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to, and approved in writing by, the local planning authority.

REASON: To secure the provision of archaeological excavation and the subsequent recording of the remains in the interests of national and local heritage.

4 Prior to the commencement of the development hereby permitted, a detailed schedule of measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development, shall be submitted to and approved in writing by the local planning authority. Any such security measures must meet the standards of the Secured by Design Award scheme, and shall include the following requirements:

1. all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets';
2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

The works shall be fully implemented prior to first occupation or beneficial use of the development in accordance with the approved details and shall thereafter be retained.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy D4 of the Harrow Unitary Development Plan, and Section 17 of the Crime & Disorder Act 1998.

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

The boundary treatment shall be completed:

- a: before the use hereby permitted is commenced
- b: before the building(s) is/are occupied
- c: in accordance with a timetable agreed in writing with the local planning authority

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

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

6 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.

7 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.

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 Before the first taxable occupation the building it shall be insulated against external noise sources in accord with the assessment and recommendations of the W H Hines & Ptrs report dated 30 May 2007.

REASON: To ensure a satisfactory residential environment.

12 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.

13 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.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

16 Details of the position and design of external lighting to the site and approach from Bridge Street, including the amount of lighting measured in lux, shall be submitted to and approved by the Local Planning Authority prior to the first taxable occupation of the building.

REASON: To maintain public safety and 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:

SH1 Housing Provision and Housing Need

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

H4 Residential Density

H5 Affordable Housing

H18 Accessible Homes

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

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

SD1 Quality of Design

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens
EP22 Contaminated Land
EP25 Noise
ST1 Land Uses and the Transport Network
T13 Parking Standards
T16 Servicing of New Developments – Provision of Service Roads
EM8 Enhancing Town Centres
EM15 Land and Buildings in Business, Industrial and Warehousing Use – Outside Designated Areas

2 INFORMATIVE:

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

3 INFORMATIVE:

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

4 INFORMATIVE:

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

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

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

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com.

Please quote Product code: 02 BR 00862 when ordering.

5 INFORMATIVE:

The applicant is requested to liaise with the Council's Highway section with regard to the installation of safety measures on the footway adjacent to No.65 Bridge Street.

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Provision of Housing and affordable housing (SH1, H3, H4, H5)
- 2) Secured by design and safer places (D4)
- 3) Standard of layout & Impact on Conservation Area (SD1, SD2, D4, EP25)
- 4) Amenity Space and Privacy (D5, D8, EP22)
- 5) Accessible homes (H18)
- 6) Parking Standards and Highway Safety (ST1, T13, T16, D4)
- 7) Employment use and town centre vitality (EM8, EM15)
- 8) S17 Crime & Disorder Act (D4)
- 9) Consultation Responses

INFORMATION

This application was deferred on 10 September for a Member Site Visit on 29 September.

a) Summary

Statutory Return Type:	Major Dwellings
Conservation Area	Nearest Area Waxwell Lane
Site Area:	0.118 ha
Habitable Rooms:	65
Density:	637 hrpa 254 dph
Car Parking:	Standard: 37 (maximum)
	Justified: 02
	Provided: 02
Council Interest:	None

b) Site Description

- Vacant (since Sept 2005) brownfield site containing 21 disused single storey buildings
- Previously used for car repairs and spraying
- LU and Network Rail tracks to the west of the site
- Waxwell Lane Conservation Area on the opposite side of Bridge Street
- Post Office to the north with loading delivery yard

c) Proposal Details

- Demolish existing structures
- Construction of a single U shaped block of 30 flats on five floors
- The flats comprise 25 x 1 bed and 5 x 2 bed homes, most with balconies
- Building to be heated by a bio mass boiler and solar panels on the flat roof
- Due to the change of levels north to south the block is four storeys in height on its north elevation
- Provide a sunken garden and a further landscaped area on the south boundary. Two disabled parking spaces and secure cycle storage for 24 bikes
- A turning area is provided of sufficient size to permit lorries to enter and leave the site in forward gear

d) Relevant History

P/2443/06/CFU Construction of 34 flats in seven storey block WITHDRAWN
October 2006

e) Applicant Statement

The agent has submitted a number of supporting documents :

- Planning Statement
- Design and Access Statement
- Transport Statement and Supplemental Statement
- Archaeology Assessment
- Noise Assessment
- Sub Soil Investigation

f) Consultations:

Pinner Association: No response

Advertisement: | Major development | Expiry: 26-JUL-07

Notifications:

Sent: 28 Replies: 8 Expiry: 18-JUL-07

Summary of Response:

Existing traffic problems will be made worse; increased traffic flows; loss of privacy; density too high; building out of scale; overlooking; overdevelopment of site; risk of flooding; may interrupt rights of access.

APPRAISAL

1) Provision of Housing and Density

This proposal represents a high density scheme in the District Centre. The density is that which might be found in central London. This level of density indicates that the design should be carefully appraised to ensure that over development is not being proposed.

2) Secured by design and safer places

The site has two lines of security; the outer fence and wall (which is increased in height to 3m by the change of levels) and an inner fence line which prevents movement beyond the front door and parking area. Both access doors also are controlled from the flats. A condition has been imposed regarding exterior lighting to ensure that the approach from Bridge Street is lit.

3) Standard of layout and impact on Conservation Area

The building sits to the rear of the shops facing Bridge Street. When assessed using architectural elevations it appears to loom over the shops. When assessed using cross sections and photographs it is clear that the new building will not be seen from Bridge Street except for a glimpse through the gap between No 65 and the Post Office. The building's height is comparable to

Lidl's the supermarket. The building will be visible from the far side of the railway tracks when viewed from Windsor Court some 50m or more away. Such is the screening effect of existing buildings that the application has not been advertised as effecting the character of the nearby Conservation Area.

- 4) **Amenity Space** The development includes a sunken garden of some 105 m² and a further landscaped area of 30 m². Flats at the garden level have private terraces and flats above have balconies except for eight one bed units facing east. This to prevent overlooking.

5) **Accessible homes**

10% of the flats are to wheelchair standard and all are to lifetime homes standards. A second lift would be preferable; the standard requires 'easy access to lifts and stairs' and it is a matter of debate as to whether a second lift can be insisted upon.

6) **Parking standards and Highway safety**

The site is access by a narrow roadway with a minimum width of 3.2m. It is just sufficient for a goods vehicle but does not provide the clearance desirable for a new development. The building and fence either side may suffer occasional damage as has happened recently to the building. That said the development is largely car free and the overall traffic generation should be significantly less than that potentially generated by the existing use if it were all active. In addition the design provides sufficient space for a large rigid vehicle to make a three point turn within the site so that refuse vehicles should be able to enter and leave the site in forward gear. At present they reverse to service the rear of the shops. On balance it is considered that the shortcomings of the access are countered by the opportunity of the new turning space and a refusal on grounds of inadequate access is not recommended.

The development is virtually car free with parking provided for disabled drivers. These spaces also provided for so called 'operational' parking when tradesmen or taxis attend the premises.

The site has a PTAL rating of 3. The maximum parking provision would be 37 spaces which does not take account of the site's location. When the accessibility is taken into account, including the tube station and bus routes together with secure bicycle parking and public car parking a virtually car free development is appropriate for this site.

7) **Employment Use and town centre vitality**

The site has been marketed for employment purposes since October 2004. Site notices, a mail shot, adverts in the local paper and the Estates Gazette have all failed to generate interest. It is a small site and is not suitable for business use including that which has established use which could operate so far as planning is concerned on a 24/7 basis. The residential use of the site would contribute to the vitality of the district centre and extinguish the established use. The proposal is preferred to retaining this employment site.

8) S17 Crime & Disorder Act

The fencing and changes of level together with external lighting will minimise any opportunity for crime and disorder

9) Consultation Responses:

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

- Flooding and rights of access. The site is above the floodplain as shown in the HUDP being on a hillside.
- The existing site is 100% impermeable being buildings a concreted yard. The proposed scheme has at least 130 m² of permeable area which will result in less runoff. This also controlled by conditions. The matter of rights of access is a civil matter and not one for planning control.

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.

**KADWA PATIDIR CENTRE
KENMORE AVENUE, HARROW
HA3 8LU**

**Item: 1/02
P/2286/07/DFU/DT2**

Ward KENTON WEST

TWO STOREY EXTENSIONS TO COMMUNITY HALL TO PROVIDE DINING HALL AND ANCILLARY FACILITIES INVOLVING ALTERATIONS TO PROVIDE ADDITIONAL CAR PARKING

Applicant: Kadwa Patidir Samaj UK Ltd

Agent: PTP Architects Ltd

Statutory Expiry Date: 10-SEP-07

RECOMMENDATION

Plan Nos: PSX PGF P1F P2F PRF E1F E2F S1F S2F S3F S4F KCC/SK1
KCC/SK2 KCC/SK3 KCC/SK4 KCC/SK5 KCC/SK6 KCC/SK7
KCC/01 KCC/02 KCC/03 KCC/04 KCC/05 KCC/06 KCC/07 KCC/08
KCC/09

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

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

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

2 Prior to the commencement of the development hereby permitted, details that show how the standards set out in the Park Mark Safer Parking Award Scheme Guidelines are to be incorporated into the provision of the parking element of the scheme hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The works shall be fully implemented prior to first occupation or beneficial use of the development in accordance with the approved details and shall thereafter be retained.

REASON: In the interests of providing a safe parking environment compatible with delivering safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy D4 of the Harrow Unitary Development Plan, and Section 17 of the Crime & Disorder Act 1998.

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 development shall not be occupied or used until the works have been completed in accordance with the approved details and thereafter retained.

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

4 The development hereby permitted shall not commence until details of a scheme to provide (insert number) 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.

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

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

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

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

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

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

6 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.

7 No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site, have been submitted to, and approved by, the local planning authority.

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

8 The development hereby permitted shall not commence until 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.

9 No music or any other amplified sound caused as a result of this permission shall be audible at the boundary of any residential premises either attached to, or in the vicinity of, the premises to which this permission refers.

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

10 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.

11 Notwithstanding the submitted drawings, details of the bin storage should be submitted to and approved by the Local Planning Authority prior to the occupation of the building.

REASON: To maintain the amenities of the locality.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

- S1 The Form of Development and Pattern of Land Use
- SC1 Provision of Community Services
- SD1 Quality of Design
- D4 Standard of Design and Layout
- C10 Community Buildings and Places of Worship
- C11 Ethnic Communities
- C16 Access to Buildings and Public Spaces
- C17 Access to Leisure, Recreation, Community and Retail 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:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website - the URL addresses are Access for All:

http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf

Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

4 INFORMATIVE:

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

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

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

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com.

Please quote Product code: 02 BR 00862 when ordering.

5 INFORMATIVE:

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

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Design and Layout
- 2) Effect on Surrounding Amenity (SD1, SD2, SC1, D4)
- 3) Parking (T13)
- 4) Access (C17)
- 5) S17 Crime & Disorder Act (D4)
- 6) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Minor Development, all other
Site Area:	0.563 ha
Car Parking:	Standard: 8 (maximum)
	Justified: 105
	Provided: 105 (existing spaces)
Council Interest:	Freehold

b) Site Description

- Application site is on the east side of Kemore Avenue, due north of the Harrow and Wealdstone Railway Line to Euston Station and south of the junction with Christchurch Avenue

- The site comprises the existing Kadwa Patidir Community Centre and off street parking along with an additional parking area on the opposite side of Kenmore Avenue to the south east of the site. Kenton Recreation Ground (HUDP Open Space) extends to the east and south of the site.
- LB Harrow Central Depot is to the north west of the site.
- Elmgrove First and Middle School is to the north east of the site.

c) Proposal Details

- Scheme will provide dining facilities for 140 users of the Centre, along with essential added storage space, WC's and cold storage
- Relocation of refuse bin storage area from underneath the existing fire escape to an new part of the site to the south of the proposed extension, facilitating better access
- Entrance to the new facilities will be via the dining hall of the existing main hall via a folding partition into the new lobby. This area maintains the existing fire escape rout along the eastern side of the building, providing a protected route out of the building to the north and south of the hall.

d) Relevant History

LBH/42061	Outline: Multi purpose Community Centre and day Centre buildings with associated car parking spaces and access roads	GRANTED 18-MAR-1991
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e) Applicant Statement

- Scheme provides much needed facilities and provides the opportunity for modernisation of the centre.
- Extension will be a lightweight contemporary addition to the building that will be subordinate to it.
- Structure will be set back from the building line on Kenmore Avenue and would be lower in height than the roof line of the existing building
- Site is in an area with good access at street level and has plenty of off street parking.

f) Consultations:

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

Advertisement: | General Notification | Expiry: 23-AUG-07

Notifications:

Sent:	Replies:	Expiry: 16-AUG-07
41	0	

Summary of Response:

- N/A

APPRAISAL

1) Design and Layout

The proposed extension is along the eastern side of the building, a Hindu Community Centre (D1 Use Class) over two storeys, to provide additional dining and associated facilities. The new dining hall would be sited parallel to the existing hall and would be flanked by glass facades, so that adequate light can be provided for the covered escape route and the central circulation area. Additional light will be provided by the high level windows and by roof lights over the lobby that links the existing and proposed halls.

The scheme has a contemporary appearance that is designed to maximise light into the interior of the building. The flat roof and parapet walls that are proposed provide an extension that will be unobtrusive in the streetscene and subordinate to the existing structure.

The fair faced coloured brickwork and banding, the full height curtain wall glazing, to allow maximum light to reach the interior of the building on the front and rear facades and the struts and columns that support the powder coated aluminium canopied roof remain faithful to the design of the existing building.

As such, the proposal complies with the advice in HUDP Policy D4, on the need for the development to have regard to the context, scale and character of the surrounding area and to respect the scale, massing, proportions and composition of the local townscape. This is a distinctive building, but it is set in a large site area and has buildings of a comparable scale and footprint in the vicinity.

2) Effect on Surrounding Amenity

The proposed extension would account for an additional floor area of 588 sqm over two storeys. It would be a modest increase in the overall footprint of the building that would have no material effect on the amenity of neighbouring buildings. The nearest residential properties are at the rear of the building to the north of the site on Cullington Close. It is concluded therefore that no harm to residential amenity would occur as a result of the development and conflict with HUDP Policy D5 would arise.

3) Parking and Access

- 4)** The parking that is available within the site is well in excess of the maximum standard that is set out in HUDP Policy T13 (one space per 300-600m² for D1 uses). The dining hall extension would not generate an appreciable increase in demand for parking. In any event additional parking would be available in the overspill parking area on the opposite side of Kenmore Avenue.

5) S17 Crime & Disorder Act

The existing building has an active frontage and the building is highly visible from the main road. The remainder of the site is overlooked from the main building and the car park and grounds have good natural surveillance. No concerns would arise in relation to S17 requirements.

6) Consultation Responses:

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

- None received

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.

**CARTER HOUSE, PARR ROAD
STANMORE, HA7 1LE**

**Item: 1/03
P/2348/07/DFU/FP**

Ward CANONS

USE OF WAREHOUSE BUILDING (B8 USE CLASS) AS PLANT HIRE / LORRY HIRE SERVICE (SUI-GENERIS USE) WITH ANCILLARY OFFICES AND OFF STREET PARKING

Applicant: L Lynch Holdings Ltd
Agent: Barker Parry Town Planning Ltd
Statutory Expiry Date: 19-OCT-07

RECOMMENDATION

Plan Nos: OS Location Plan PL01 & PL02

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

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

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

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

REASON: To ensure a satisfactory form of development.

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 development shall not be occupied or used until the works have been completed in accordance with the approved details and thereafter retained.

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

4 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.

5 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.

6 Prior to the commencement of the development hereby permitted, a detailed schedule of measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development, shall be submitted to and approved in writing by the local planning authority. Any such security measures must meet the standards of the Secured by Design Award scheme, and shall include the following requirements:

1. all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets';
2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

The works shall be fully implemented prior to first occupation or beneficial use of the development in accordance with the approved details and shall thereafter be retained.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy D4 of the Harrow Unitary Development Plan, and Section 17 of the Crime & Disorder Act 1998.

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:

EM14 (Loss B8 Use Class)

T13 (Parking & vehicular movement)

2 INFORMATIVE:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website - the URL addresses are Access for All:

http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf

Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

3 INFORMATIVE:

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995 with regard to employment and service provision. An employer's duty to make reasonable adjustment is owed to an individual employee or job applicant. However, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. Failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider if or when challenged by a disabled person from October 2004. The applicant is therefore advised to take full advantage of the opportunity that this application offers to improve the accessibility of the premises to people with mobility and sensory impairments.

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.

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Loss of B8 use class in a designated area- Harrow UDP (2004) policy number; (EM14)
- 2) Parking and vehicular movement (T13)
- 3) S17 Crime & Disorder Act
- 4) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major Development
Site Area:	1.0Ha
Car Parking:	Standard: 21
	Justified: 38
	Provided: 38
Transporter & lorry parking:	1280m ²
Council Interest:	None

b) Site Description

- Carter House, Parr Road is within a Harrow UDP designated Industrial and Business Use area
- The site is a council designated area for the parking of lorries overnight
- Previously occupied by Iceland/Bejam and used as a 24 hour storage and distribution centre
- Adjacent to the site is the UDP proposal site PS 2 and a site of nature conservation importance (green corridor)
- The site is bounded to the east by the railway and to the north, west and south by Harrow UDP designated industrial and business use

c) Proposal Details

- It is not proposed to alter the building footprint or external appearance
- It is proposed that the use be changed from storage and distribution to be used for the storage of construction lorry hire vehicles and ancillary offices
- The proposed composition of floorspace would be; 1167m² for B1 use, 697m² for circulation & pedestrian areas, 924m² for training purposes, 1917m² for plant & equipment parking & storage areas, 1184m² for workshop repair & maintenance area
- Lorries are returned to the dealers under contract for 6 weekly periodic inspections, routine services and MOT. These will be carried out on-site. These activities will take place between the hours of 8.00am to 5.00pm
- The site will employ approximately 50 staff of which 30-35 will be office based. The working hours of the office will be 8.00am to 6.00pm
- In addition to the office staff, the site is anticipated to employ approximately 4 fitters and 18 drivers
- It is proposed that the two existing fuel pumps be retained
- Weekly traffic movements

	In	Out
Lorries	145	145
Vans	20	20
Lorry Drivers	26	26
Staff Cars	135	135
Visitors/Off site staff	40	40
Service Vehicles	24	24

d) Relevant History

LBH/8792	Erections of 2-storeyed building for glass manufacturer with storage, maintenance showroom and office areas.	GRANTED 25-FEB-73
LBH/39421	Alterations and extensions	GRANTED 25-OCT-89
EAST/522/98/FUL	Extension to link existing warehouses and provide 5 loading bays	GRANTED 25-AUG-99

e) Applicant Statement

- Stanmore will primarily be Lynch Plant Hire's national headquarters and will therefore be the flagship depot for the company
- The plant will be mostly hired out on long-term contracts. New plant will be delivered to Stanmore for checking pre-delivery inspection, sign writing and fitting of security devices

f) Consultations:

Environment Agency: No Response

Advertisement: | Major Development | Expiry:06-SEP-07

Notifications:

Sent:	Replies:	Expiry: 06-SEP-07
12	0	

Summary of Response:

N/a

APPRAISAL

1) Loss of B8 use class in a designated area

Although the loss of B8 use should be resisted through HUDP policy EM14, the proposed use (Sui Generis) is not considered dissimilar to that of the current use. The site is currently used for storage and distribution of goods, which involves frequent visits to and from the site for large delivery lorries. It is not expected that the proposed use will change the industrial and warehousing nature of the surrounding area, which is the premise of policy EM14 and will therefore not have a detrimental effect.

2) Parking and Vehicular Movement

38 car parking spaces have been allocated within the site for staff and visitor parking. An additional 1280m² has been allocated for transporter and lorry parking. A cycle store is also to be provided. The amount of parking provided is deemed acceptable.

As the previous use operated as a 24 hour distribution centre and the proposed use is to operate between the hours of 8.00 am to 5.00pm it is expected the vehicular movements will not have a detrimental effect on the surrounding area.

4) S17 Crime & Disorder Act

This is a secure site and no crime and disorder issues arise from this change of use.

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 any comments received in response to publicity and consultation, as set out above this application is recommended for grant.

**WEST COAST MAIN LINE ADJ.
WYEVALE GARDEN CENTRE,
HEADSTONE LANE
HARROW, HA2 6NB**

**Item: 1/04
P/2476/07/CFU/FP**

Ward HEADSTONE NORTH

FORMATION OF RAILWAY MAINTENANCE COMPOUND TRACK ACCESS

Applicant: Network Rail
Agent: David Moss
Statutory Expiry Date: 16-OCT-07

RECOMMENDATION

Plan Nos: DC01-001-PP-DRG-005017 (rev P02)

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

1 No permanent structure shall be erected within the site without prior planning permission.

REASON: To safeguard the character or appearance of the designated Greenbelt Area.

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:

EP32 Green Belt-Acceptable Land Uses

T7 Improving Public Transport Facilities

ST4 London-Wide Transport Investment

The following Policies in the London Plan are relevant to this decision
3c.8

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Development within the Greenbelt (EP33)
- 2) London public transport improvement (ST4, T7)
- 3) S17 Crime & Disorder Act
- 4) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type: Major Development)
Site Area: 0.2 ha
Council Interest: None

b) Site Description

- The site is located adjacent to and is bounded to the northeast by the West Coast Mainline. To the south by is the Hatch End Wyevale garden Centre. The northwest of the site is bounded by an alleyway, which provides access over the railway to Chantry Place
- Beyond the site itself, is a sports ground to the west, adjacent to the alleyway, and a large grassed field to the south, adjacent to an unnamed road
- Existing trees within the site are relatively small and none have tree preservation orders

c) Proposal Details

- The site is an irregular shaped area immediately adjacent to the West Coast Mainline. The proposal is to create a compound and storage area adjacent to the Wyevale Garden Centre of Hatch End in order to maintain and improve the railway
- The compound area will be fenced using 1.8m galvanised steel palisade security fencing
- The surface of the compound will be MOT Type 1 sub base on crushed concrete or hardcore terrain
- It is proposed to store standard steel containers, no more than three, for storage of consumables, materials and trolleys etc
- Access to the site will be via an unnamed road leading to Headstone Lane

d) Relevant History

LBH/27950	Erection of glasshouse building and revised layout of garden centre	GRANT 10-JUN-85
LBH/33091	Extension to Existing Glasshouse	REFUSE 03-SEP-87

e) Applicant Statement

- The proposal is made in line with policies 3c.8 and 3c.9 of the London Plan. These polices aim to improve the reliability, quality and safety of interregional rail services whilst increasing the capacity, quality and integration of public transport.
- Access to the track for maintenance purposes will be limited after December 2008 due to changes in train timetables.

f) Consultations:

- None

Notifications:

Sent:
0

Replies:
0

Expiry: n/a

Summary of Response:

- N/A

APPRAISAL

1) Development within the Greenbelt

The site itself cannot be seen from either the sports ground adjacent to the alleyway, or the field to the south of the unnamed road as it is well screened by dense vegetation. Much of this vegetation falls outside of the site boundary along the alleyway and road. It is intended that the compound will have no permanent structure and will only be used for storage to enable the maintenance to the railway, the proposal is therefore considered acceptable. The proposal is not considered detrimental to the openness of the Greenbelt area.

2) London wide public transport improvement

The west coast main line is a key national, regional and local railway route and the capability to maintain it depends on appropriate points of access. The proposal will enable the maintenance of the railway which is in line with Harrow UDP Policies T7 & ST4 and The London Plan.

3) S17 Crime & Disorder Act

Given the proposed boundary fence, no crime and disorder issues arise from this development.

4) Consultation Responses:

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

- N/A

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.

**LAND ADJACENT TO ARCHES
ROXETH GREEN AVENUE
SOUTH HARROW**

**Item: 1/05
P/1288/07/CFU/RP1**

Ward HARROW ON THE HILL

CONSTRUCTION OF 3 STOREY OFFICE BUILDING WITH UNDERCROFT PARKING, 18 SOLAR PANELS AND 7 MICRO WIND TURBINES

Applicant: ZED Homes Ltd
Agent: Bell Cornwell
Statutory Expiry Date: 05-OCT-07

RECOMMENDATION

Plan Nos: 06046/100C, 101, 102, 103, 104, 105, 106C, 107C, 108C, 109C, 110, 111, 112

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

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

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

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

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

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

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

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

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

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

(a) the frontage.

(b) the boundary.

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

REASON: In the interests of amenity and highway safety.

4 The 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.

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

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

6 The development hereby permitted shall not be occupied until visibility is provided to the public highway above a height of

(a) 0.6 metres from the footway

(b) 1.05 metres from the carriageway

from a point on the centre line of the new access road for a distance on each side of the centre line (such dimensions to be first agreed in writing by the local planning authority). The visibility splays thereby provided shall thereafter be retained in that form.

REASON: To provide a suitable standard of visibility to and from the highway, so that the use of the access does not prejudice the free flow of traffic or the condition of general safety along the neighbouring highway.

7 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.

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 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.

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

REASON: To safeguard the amenity of neighbouring residents.

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 Demolition and building works must be undertaken in accord with the Special Conditions for Outside Parties working on or near the railway and a method statement for all building work along the railway boundary shall be submitted to and approved by London Underground Ltd before development commences.

REASON: In the interests of public safety and at the request of the railway operator.

15 The level of noise emitted from the site shall not exceed 50d B(A) between 23.00 and 07.00, as measured at the boundary with Roxeth Green Avenue 15m north east of the railway viaduct.

REASON: To ensure adequate precautions are taken to avoid noise nuisances and to safeguard the amenity of the locality.

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:

EP7 Renewable Energy

EP8 Energy Conservation and Efficiency

SD1 Quality of Design

D4 Standard of Design and Layout

D26 Advertisements and Signs on Buildings

SEM3 Proposals for New Employment-Generating Development

EM4 New Office Development

EM12 Small Industrial Units and Workshops

EM22 Environmental Impact of New Business Development

T13 Parking Standards.

T16 Servicing of New Developments - Provision of Service Roads

2 INFORMATIVE:

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

3 INFORMATIVE:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website - the URL addresses are Access for All:

http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf

Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

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.

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Environmental Contribution (EP7, EP8)
- 2) Design Quality and access (SD1, D4, D26)
- 3) Employment Use (SEM3, EM4, EM12, EM22)
- 4) Parking, Highways and Transport (T13, T16, SEM3)
- 5) S17 Crime & Disorder Act (D4)
- 6) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Minor offices
Site Area:	0.05 ha
Floor Area	494 sq m.
Density:	hrph, dph
Car Parking:	Standard: 02 (maximum)
	Justified: 7
	Provided: 7
Council Interest:	None

b) Site Description

- Site lies between the EDF sub station and the Piccadilly line railway arches. To the east lies the main part of the Biro House site now under construction and to the west, on the opposite side of the road is a two storey employment building (39 to 42 The Arches) and then two storey houses
- Currently occupied by buildings used for car repairs until recently
- Access is via Roxeth Green Avenue

c) Proposal Details

- Demolition of existing buildings
- Construction of three storey building with access, storage, cycle parking and undercroft car parking at ground level and two floors of offices above.
- Wind Turbines are to fixed at roof level with a height of 3.2m above the flat roof
- The site currently forms part of the Biro House site and is allocated for 10 parking spaces

d) Relevant History

P/1233/05/CFU Redevelopment for 180 flats, offices, GRANTED
BIRO HOUSE, parking and use of 11 arches for 11-SEP-2006
TXU SITE AND A1/A2/A3/A4/B1/D1/D2 uses.
ARCHES,
STANLEY RD

e) Applicant Statement

The applicant has submitted the following:

- Transport Statement
- Environmental Sustainability
- Design and Access

f) Consultations:

Environment Agency: No comment-low risk area

London Transport: requests condition re working near railway

Defence Estates: replied 16 May asking that the application be held until they are able to reply. No further response received

Advertisement: | General Notification | Expiry: 31-MAY-07

Notifications:

Sent: 29 Replies: 119 Expiry: 23-MAY-07

Summary of Response:

Increases development on Biro House site, overdevelopment, impact of wind turbines, overshadowing, highway safety, appearance out of keeping with locality, TV interference

APPRAISAL

1) Environmental contribution

The applicant has supplied sufficient and satisfactory information to show that the development would utilise renewal energy sources and insulation above the minimum required.

2) Design quality

The three storey building has its main elevation facing the railway arches and the pedestrian access to the Biro House site. The elevation facing the road is curved and materials to all elevations will be brick and timber. The building is 9.4m high and 12.6m to the top of the turbines. Vehicular access is limited to the development and four arches. The drawings have been amended so as to maintain a suitable entrance leading to the residential site beyond permitted by P/123/05/CFU. The residential block nearest to the proposal is some 13m away where the residential building comes to a point with balconies on each of the floors.

3) Parking, Highways and Transport

The site has good public transport accessibility. The car trip generation of the application site is less than 1% of the peak hour flow on the adjoining road. The site of the building was planned to take 10 parking spaces as part of the Biro house scheme now building. Since there is an excess of parking on the Biro House site using today's standards this reduction improves the situation

4) Employment Use

The site is within an area of industrial and business use. The proposed employment use is therefore acceptable in principle. It will face the employment uses to be installed in the four rail arches facing the site.

5) S17 Crime & Disorder Act

The provision of a further active frontage and overlooking from the upper floors will assist in the informal monitoring of this location.

6) Consultation Responses:

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

- **Increased/overdevelopment of Biro House site** - (This has already been the subject of a complaint to the ombudsman who held there was no or insufficient evidence of maladministration.) The Biro House site will contain 180 dwellings and 560 m² of B1 and 509 sq m² of other uses. The application will add 494 m² of B1 floorspace. At 16 m² per employee this may provide up to 30 jobs. Given the location and nature of the proposed used it is considered that over development will not occur on the site.
- **Wind turbines** – The wind turbines proposed give a typical noise level of 45 decibels at the base of the building. PPG24 on noise advises that noise from a mixture of sources should not exceed 45 decibels between 23.00 and 07.00 in the morning. Single glazed windows provide noise insulation of 25dB(A) so that assuming a constant noise of 45, that would be reduced to 20dB(A) within a house.

- **Overshadowing** - Given the location of the proposed building there are no residential properties with a common boundary to the site except those now building on the Biro House site. The nearest existing homes are across Roxeth Green Avenue some 25m away to the north of the site when the shadow thrown will be at its shortest
- **Appearance** - The proposed building is of a contemporary design standing between a sub station and a railway viaduct. It replaces a collection poor quality single storey building and will complement those new homes under construction
- **TV interference** – PPG 8 advises that certain factors can be taken into account at the planning stage. It advises to have regard to amongst other things the height and width of structures. The site is adjacent to the 3 storey high railway viaduct and a 6 storey block of flats under construction. There is no clear indication that this building will cause any disruption of TV signals from the local transmitter.

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

None

SECTION 4 – CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None

SECTION 5 - PRIOR APPROVAL APPLICATIONS

None