

## SECTION 1 – MAJOR APPLICATIONS

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**Item: 1/01**  
**EQUITABLE HOUSE, LYON ROAD P/3214/07/CFU/DT2**  
**HARROW, HA1 2EW**

Ward GREENHILL

CHANGE OF USE OF PART OF OFFICE BLOCK TO RESIDENTIAL TO PROVIDE 32 RESIDENTIAL UNITS WITH A TWO STOREY EXTENSION AT ROOF LEVEL AND A SEVEN STOREY EXTENSION AND RETENTION OF 1920 SQM OF B1 FLOOR SPACE (RESIDENT PERMIT RESTRICTED)

**Applicant:** P and Angel Properties Ltd

**Agent:** MGL Architects

**Statutory Expiry Date:** 07-FEB-08

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### RECOMMENDATION

#### Inform the applicant that:

The proposal is acceptable subject to:

- A) The completion of a legal agreement within one year (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
- B) The completion of a legal agreement within three months (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
  - i) A financial contribution of £64,000 towards Public Realm Improvements in Harrow Town Centre.
  - ii) The provision of affordable housing being 3 x 2 bedroom flats and 4 x 3 bedroom flats for social rent and 2 x 1 and 1 x 2 bedroom flats for shared ownership. The social rented units to be managed by an RSL, subject to a nomination agreement with the Council
  - iii) Payment of planning administration fee of £3,200.

Plan Nos: Lyon 02-09 (inc) 2730.P.00 – 19 (inc)

**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, 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 (<http://www.securedbydesign.com/guides/index.aspx>), 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.

- 3 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 (<http://www.saferparking.com/Info.aspx>) 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.

- 4 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.

- 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 existing access(es) shall be closed when the new access(es) hereby permitted is / are brought into use, and the highway shall be reinstated in accordance with details to be submitted to, and approved by, the local planning

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

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

7 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.

8 The development hereby permitted shall not commence until an Arboricultural Method Statement for the tree root trench under the car parking surface adjacent to the group of trees on the St Johns Road frontage has been submitted to and approved in writing by the Local planning Authority.

REASON: To protect the health of the trees and to safeguard the appearance and character of the area.

9 Before the development hereby permitted commences an Arboricultural Method Statement for the proposed children's play area and associated works around the London Plane Tree (T1) shall be submitted to and approved in writing by the Local planning Authority. The details submitted shall include those for the proposed tree root trench under the car parking surface adjacent to the tree group on St Johns Road. The arrangements so approved shall be retained thereafter.

REASON: To protect the health of the trees and to safeguard the appearance and character of the area.

10 Before the development hereby permitted commences a Tree Protection Plan for the whole site shall be submitted to and approved in writing by the Local planning Authority. The details submitted shall include staked fencing around the Root Protection Area for each tree, inside which no construction activity shall take place and no plant or materials shall be stored. The site shall be retained as such until the redevelopment of the site is completed.

REASON: To protect the health of the trees and to safeguard the appearance and character of the area.

11 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.

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

(a) The storage and disposal of refuse/waste

(b) and vehicular access thereto

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

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

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 Prior to the occupation of any part of the development, the location and allocation of the car parking between residential and all other uses shall be submitted to and agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory form of development having regard to the Policies of the Harrow Unitary Development Plan (2004).

## **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 London Plan and-or 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:

London Plan:

3A.4, 4A.2, 4B3

Harrow Unitary Development Plan:

EP20 Use of Previously-Developed Land

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D9 Streetside Greenness and Forecourt Greenery

D10 Trees and New Development

T13 Parking Standards

H7 Dwelling Mix

### **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](http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf)  
Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

**4 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.

**5 INFORMATIVE:**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

**6 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 (London Plan & 2004 UDP)**

- 1) Design and Character of Area (EP20, D4, D5, D9, D10)**
- 2) Parking and Access (T13)**
- 3) Housing Provision & Density (4B.3)**
- 4) Accessible Homes (3A.4)**

- 5) Renewable Energy (4A.2)
- 6) S17 Crime & Disorder Act (D4)
- 7) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Major offices/research & dev;t/light industry
Site Area:	0.4237 ha (Gross)
Car Parking (Residential):	Standard: 126 (maximum)
	Justified: 32
	Provided: 32
Car Parking: (B1 Offices) 1920 sqm of proposed net floor area	Standard: 1 space per 2-300 sqm net floor area
	Justified: 0
	Provided: 0
Council Interest:	None

### **b) Site Description**

- The site is at the narrowest northern corner of a triangular configuration of concrete framed office buildings that date from the 1970's and are bounded by St Johns Road, Gayton Road and Station Road. The building is at the point where the three roads converge. Lyon Road runs through the centre of the complex of buildings and the two largest office buildings, Platinum House and Lyon House, are either side of that road
- Land levels rise quite sharply southwards from the convergence point and then form a plateau at the centre of the complex of buildings, on which the car parking area is located
- Existing building is four storeys in height and is supported by concrete columns and an undercroft. It is flat roofed and has a rotund form that addresses both the St Johns Road and Lyon Road frontages. Elevational treatment is a series of window sections that have horizontal emphasis
- Landscaping is towards the northern and western boundaries with intermittent tree planting to soften the paved circulation areas between the respective buildings. Trees within the curtilage of the site are protected by a TPO

### **c) Proposal Details**

- Permission is sought for the change of use of part of the office block to residential use (C3 Use Class) involving the construction of 32 flats in a seven storey side extension and a two storey extension at roof level, the infilling of the undercroft and the retention of 1920 sqm of office (B1 Use Class) floor space. The infilling of the undercroft will be for office use, as will the ground floor of the seven storey extension. The remainder of the total office floor space will be retained on the first and second floors of the building.

### **d) Relevant History**

EAST/46/01/FUL	Alterations to ground floor elevations to provide office floor space	GRANT 04-MAY-01
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**e) Applicant Statement**

- Most of the existing office space is retained in the scheme
- Utilisation of undercroft area will provide a new and active frontage on Lyon Road, culminating in the proposed extension at the junction of Lyon Road and St Johns Road
- Residential development is part new build part conversion. Two of the existing commercial floors are to be converted into flats, the remainder are contained in the new extension. Commercial space will be on the lower three floors
- Amenity space for the flats will be in the form of balconies and communal green roof terraces
- Car parking and servicing is confined to the ground floor area, where some of the existing parking is retained
- Existing service cores are linked to dedicated entrances in recognition of the mixed use nature of the scheme
- Site is a prime Urban Centre location with a very high PTAL rating
- Residential Density of 251 HRH and 76 DPH is comfortably within the parameters of the London Plan which advises that maximum densities be within 435 HRH and the Harrow UDP which says that densities should be not less than 150HRH
- The form of the roof extension and the extension to the side of the building are dictated by the surrounding townscape, the key features of which are the Lyon Road building line, the crown and root bowl of protected trees in and around the site, the acute angle of the junction of Lyon Road and St Johns Road and the adjoining parking/service area for St Johns House
- The resulting building, responding to its site constraints, is organic in form, in contrast to the rigid, rectangular and unimaginative form of the existing building
- The office area of the locality is open plan and the existing public realm on the St Johns Road frontage and landscaping around the site will be maintained. Small scale planting is to be introduced along the Lyon Road frontage to soften the largely hard surfaced circulation area along Lyon Road
- The land to the rear (south) of the site is to be left open to assist servicing and security for the building. Some planters containing low level shrubs will be introduced to soften the hard concrete and tarmac edge along Lyon Road
- The commercial element of the building will have renewed aluminium cladding. The undercroft area will be glazed along the length of both elevations, maintaining a visual permeability to the development
- The roof extension will be built with curtain walling, set back from the edge of the existing building. The landscaped roof garden will provide amenity space and will also help to reduce surface water run off from the site. Access to the roof terrace will be via a circulation core and an enclosed community room and a pergola are also proposed
- Refuse and recycling storage and secure cycle storage is to be provided
- Parking bays and pedestrian walkways will be clearly marked out and lit

**f) Consultations:**

**Engineering Services:** Development should not take place until on site drainage works and surface water attenuation/storage has been submitted and approved.

**Advertisement:** | Major Development | Expiry: 13-DEC-08

**Notifications:**

Sent: 108                      Replies: 0                      Expiry: 03-DEC-08

**Summary of Response:**

N/A

**APPRAISAL**

**1) Design And The Character Of The Area**

The proposed seven-storey extension on the northern part of the site will create a new vase like form for the building that will endow it with a more visually striking and attractive profile, announcing it in a dramatic way in its prominent corner location.

This is a sharp contrast to the flat, functional and uninteresting appearance of the existing building. The outer skin of zinc cladding with a vertical standing and the irregular fenestrational treatment, in which windows are positioned in irregular patterns and sizes and with diversely coloured surrounds, accentuates the distinctiveness of the building. Such an approach is encouraged in HUDP Policy D4. It says that development should achieve a sense of place, and either complement the existing building form or provide a distinct character of its own.

**2) Parking And Access**

The proposed alterations to the undercroft at ground floor level means that some of the existing car parking space will be sacrificed. However this still leaves a total of 32 spaces for the site. This is still more than adequate in terms of the parking requirements for a Town Centre location. The Highways Engineer has advised that it would probably be acceptable to have zero parking provision in such circumstances and that the residential element of the development should be resident permit restricted.

32 secure internal cycle spaces are to be provided within lobby area of the building for residents. Four of these will be for disabled people. A further 24 bays are allocated for the business element of the scheme. Both of the groupings will have Sheffield stands.

This arrangement would comply with the advice in HUDP Policy T13, on the need for parking standards to be relaxed wherever it is practicable.

**3) Housing Provision And Density**

The mix of dwellings is acceptable and has a reasonable proportion of larger 3 - 4 bed family sized flats (12 in total) as well as recognition of the growing need



for small 1bed units (6) that is referred to in Policy H7.

The scheme is well within the London Plan recommended range of densities for residential development in inner city areas and town centres (435hrh) and with Government Guidance, as set out in PPS3. The density of 247hrh is in fact closer to the norm for a development in the Outer London suburb setting of Harrow.

**4) Accessible Homes**

Access within the building i.e. lifts, stairwells and lobbies, will be designed to Lifetime Homes Standards as are the larger flats This is in line with London Plan Policy 3A.4 and the Harrow SPD. Furthermore 10/% of the flats will be built to Wheelchair Standards.

**5) Renewable Energy**

An Energy Statement has been prepared to accompany the scheme. The essentials of this are that a green roof is proposed that will provide better thermal insulation for the building. Green roofs with extensive planting areas absorb less heat, produce more oxygen and absorb carbon dioxide. This roof will also absorb 75% of rainfall, this slowing storm water run off. Water harvesting from this area is also being considered from this source as a means of feeding WC Cisterns in the scheme.

The fenestration of the building will be Argon filled glass that reduces heat loss and the secondary structure and screening (movable vertical louvers and fixed horizontal louvers) is designed to reduce solar gain. All dwellings will be designed to the BRE Eco-Homes 'Very Good' standard.

Recycling refuse bin storage is included in the submission. Solar thermal panels are to be installed in the roof. They will supplement the building's hot water requirements. Consideration is also being given to the provision of a Biomass system in the basement.

In these ways it is concluded that the scheme will be able to meet the requirements of London Plan policy 4A.91, which expects major referable schemes to be able to generate at least 10% of the site's energy needs (power and heat) from renewable energy sources where feasible.

**6) S17 Crime & Disorder Act**

The removal of the undercroft in the existing building and its replacement with a group of offices set in a mainly glazed exterior will provide a visually permeable and strong business frontage along St Johns Road. This means that there will be an active frontage and natural surveillance along both that part of the road and of the area between the site and the adjoining buildings of Lyon House and Platinum House. At the moment the dark underpass and rows of parked cars provides a setting for crime to occur and a place where the fear of crime is a constant.

The proposal is therefore consonant with the guidance in HUDP Policy D4 and the 'Secured By Design' and 'Safer Places' documents.

**7) Consultation Responses:**

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

- No responses 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.

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**PARK HIGH SCHOOL, THISTLECROFT  
GARDENS, STANMORE, HA7 1PL**

**Item: 1/02  
P/0186/08/CFU/AF**

Ward BELMONT

EXTENSION OF EXISTING SCHOOL TO PROVIDE NEW 2-STOREY SIXTH  
FORM CENTRE AND ADDITIONAL PLAYGROUND AREA.

**Applicant:** Harrow Council  
**Agent:** Aedas Architects Ltd  
**Statutory Expiry Date:** 24-APR-08

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## **RECOMMENDATION**

Plan Nos: 001A, 002, 003, 004, L(0)01A, L(0)02B, L(0)03B, L(0)04A, L(0)05A,  
SU(1)01, 3D View 1-7, Design & Access Statement, Flood Risk  
Assessment

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

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

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

2 The development hereby permitted shall not commence until 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.

3 The development hereby permitted shall not be occupied until there has been  
submitted to, and approved by, the local planning authority, a scheme of hard and  
soft landscape works for the forecourt of the site. Soft landscape works shall  
include: planting plans, and schedules of plants, noting species, plant sizes and  
proposed numbers / densities.

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

4 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.

Item 1/02: P/0186/08/CFU continued....

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

5 The development hereby permitted shall not be occupied 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.

6 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.

7 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.

8 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.

9 The development hereby permitted shall not commence until details of a scheme for generating 10% of the predicted energy requirement of the development from on-site renewable resources has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is first occupied and shall thereafter be maintained so that it provides the required level of generation.

REASON: To ensure the development meets the basic requirements of London Plan policies 4A.1 and 4A.7.

10 Any increase in the total number of pupils and/or staff (over that which is existing) resulting from the development hereby permitted shall not take place until such time as a revised Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard the amenity of neighbouring residents, and in the interests of highway safety.

## **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 London Plan and-or 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:

London Plan:

4A.1 Tackling climate change

4A.7 Renewable Energy

4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

C7 New Education Facilities

C16 Access to Buildings and Public Spaces

D4 Standard of Design and Layout

EP25 Noise

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:**

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](http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf)  
Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

### **4 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.

### **5 INFORMATIVE:**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including

developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

#### 6 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 (London Plan & 2004 UDP)**

- 1) Design and Character of Area (4A.1, 4A.7, 4B.1) (C7, D4)
- 2) Residential Amenity (EP25)
- 3) Access for All (C16)
- 4) Parking and Highway Safety (T6, T13)
- 5) S17 Crime & Disorder Act (D4)
- 6) Consultation Responses

### **INFORMATION**

#### **a) Summary**

Statutory Return Type: Major development, all other  
Site Area: 2.03 hectares  
Proposed Floorspace 1261m<sup>2</sup>  
Council Interest: Council Owned

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

- Site is to the south of houses on Thistlecroft Gardens and Burnell Gardens, and to the west of houses on Lamorna Grove. Open Space surrounds the site to the west and south
- The school is made up of a number of buildings 2-4 stories in height, mainly located to the north and west of the site. A large playground space is located in the centre and to the east of the site
- The access to the site is off Thistlecroft Gardens and the car parking is to

the north of the site

**c) Proposal Details**

- Two-storey building to provide Post-16 education on the site, to western end of existing playground
- Building to provide link between main building and IT classrooms, and the Park Building
- 716m<sup>2</sup> of new playground space to be created to southeast corner of site to replace that lost as a result of the new building

**d) Relevant History**

P/0029/07/CFU Two single-storey teaching units for GRANT  
temporary two-year period 30-MAR-07

**e) Pre Application Discussion**

- Applicant outlined proposal for extension to park block and main school over existing plant room and existing IT room (L shaped building not connected to park building), disabled access lift will link onto existing building to toilets, Sixth Form and other activities, 2 storey extension to be connected to main school
- Proposal for a separate Sixth Form facility generally well received
- No issues with building form as proposed development is screened by park and within site constraints
- Design should not detract from original building
- Further consideration needs to be given to renewable issues / wind catchers
- 50% of wholly glazed units would need to be vented
- In terms of security and safety you were advised to open the area up around the building to achieve a more active frontage with natural surveillance and install some form of gate system
- Applicant was advised to add another window to the administration office (Head of Sixth Form) for security / safety issues. This would also have the benefit of providing a better quality of environment for the Sixth Form
- Design and Access Statement should explain how the scheme has developed and how it has grown to where it is today
- Crime prevention strategy should also be incorporated
- Applicant advised that additional staff would be required in the future (less than 5) and they were advised that the existing Green Travel Plan would need to be reviewed to reflect this
- Applicant stated that a vast majority of pupils / teachers walk to school and that they were advised by a representative from the Metropolitan Police to reduce parking spaces - the parking provision on site does appear to be generous in the extreme
- Applicant mentioned there was a problem with dropping-off at the school and they were looking at allocating a dropping-off area on the other side of the park
- Applicant confirmed there was no cycle provision at present but they are currently waiting for this scheme to be approved before building cycling sheds. At this time secure cycle provision should be provided, in order to

encourage use

**f) Applicant Statement**

- Design & Access Statement explains building being constructed under the Government's Learning Skills Council, and will deliver a flagship Sixth Form providing a high quality, stimulating Environment
- Design provides highly adaptable spaces, a modern response to a tight site maximising external space and optimising the building footprint, contemporary architecture, IT integration, and sustainable solutions to energy requirements
- Four options looked at for location of new Sixth Form building, three discounted on planning restrictions, health and safety issues, and school logistical reasons
- Building gives compact footprint, leaving greater external play spaces and reducing its impact on neighbouring properties
- Playground space lost (716m<sup>2</sup>) will be replaced on an equal basis in the southeast corner of the school
- Some mention of renewable/sustainable energy use, and applicant to identify technologies to achieve GLA target of at least 10% reduction in carbon emissions
- New building fully accessible

**g) Consultations:**

**Director of Education:** No response

**Highways Officer:** No objection but existing Travel Plan should be updated if pupil numbers increase.

**Advertisement:** | Major Development | Expiry: 21-FEB-08

**Notifications:**

Sent:	Replies:	Expiry: 15-FEB-08
27	1	

**Summary of Response:**

Object on the basis of poor consultation, access for emergency services, overdevelopment of site, and increased litter.

**APPRAISAL**

**1) Design & Character of the Area**

The proposal represents a contemporary addition to the existing non-descript school buildings. It is a two-storey structure with a glazed and coloured-render façade. In terms of design, the extension is considered to make a positive contribution to the character and appearance of the school. The flat and shallow-pitched roof will be in zinc and could be used to site solar or photovoltaic panels to provide some self-generated energy.

The design of the proposed extension is considered to comply with Policies 4A.1, 4A.7, and 4B.1 of The London Plan and Policy D4 of the HUDP, and Supplementary Planning Guidance: Designing New Development (March 2003).



The proposed building to the west is well screened on all sides by the existing buildings on the site. As such, it is considered that the extension will minimise the effect on the openness of the area. The building will be built on an area of hard-surfaced play area, and this area will be replaced to the southeast of the site. The replacement playground will not affect the openness of the area.

This scheme, in conjunction with future proposals, will allow for the provision of permanent, better quality facilities. The number of Post 16 students is not proposed to directly increase as part of this application. Future proposals for the school may include the replacement of the 'Park Block' with a larger building for Year 7, public use of the tennis courts, removal of mobile classrooms, and additional hard surfaced play areas.

The proposed scheme briefly touches on how it would address the renewable energy and sustainable development policies of The London Plan. For major developments, an applicant must demonstrate how the design of the development will incorporate these policies into the final scheme. A condition is therefore attached to this report requiring further details before commencement of works.

**2) Residential Amenity**

There are no residential properties close enough to the proposed building to be affected by this development due to its location to the southwest of the site and the screening of the existing buildings. The new playground area brings a portion of the playground closer to some residential properties, but the limited size of it and the existing separation distance to the neighbouring properties will limit the impact on any neighbours. As such, this application is not considered to have any detrimental effects on the amenities of neighbouring occupiers.

**3) Access for All**

The proposed development seeks to accommodate people with disabilities by providing level access into the building. A lift is proposed to give access between the floors in the extension. The above measures are considered acceptable and the proposed development is therefore considered to comply with policy C16 of the HUDP 2004 and Access for All Supplementary Planning Document (April 2006).

**4) Parking and Highway Safety**

As a result of providing larger sixth-form accommodation, pupil numbers have the potential to increase, although this is not proposed in this application. If there was to be an increase in pupil numbers, there is likely to be additional traffic movements to and from the school.

The school has an existing Travel Plan, but this would need to be revised should pupil or staff numbers increase. To ensure the development does not cause an adverse effect on traffic movement and highway safety, a condition restricting a further increase in student and/or staff numbers subject to the approval of a revised Travel Plan for the school is attached to this planning permission.

**5) S17 Crime & Disorder Act**

This extension does not create a situation where crime and disorder may occur.

**6) Consultation Responses:**

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

- The application has been advertised and notified to neighbours in accordance with legislation. Access to the school will remain as it is at present, which is satisfactory for vehicle access. The building is modest in size and with the replacement playground it will not result in an overdevelopment of site. Litter off the premises is not a planning matter.

**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

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**8 WHITTINGTON WAY, PINNER, HA5 5JT**      **Item: 2/01**  
**P/0336/08/DFU/MRE**  
Ward      PINNER SOUTH

CHANGE OF USE OF SHOP (CLASS A1) TO RESTAURANT (CLASS A3);  
VENTILATION FLUE AND REFUSE STORAGE AT REAR AND EXTERNAL  
ALTERATIONS TO REAR AND SHOPFRONT

**Applicant:** Mr Enus  
**Agent:** J G Prideaux  
**Statutory Expiry Date:** 19-MAR-08

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### RECOMMENDATION

Plan Nos: E1, E2 B, Design & Access Statement, Site Plan

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

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

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

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

(a) the extension/building(s)

(b) New shopfront

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

REASON: To safeguard the appearance of the locality.

3 The use hereby permitted shall not be open to customers outside the following times:-10.30 hours to 23.00 hours, Monday to Saturday inclusive, and 10.30 hours to 22.30 hours on Sundays, without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents.

4 Any plant and machinery, including that for fume extraction, ventilation, refrigeration and air conditioning, which may be used by reason of granting this permission, shall be so installed, used and thereafter retained as to prevent the transmission of noise, vibration, and odour/fume into any neighbouring premises.

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

5 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.

## **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 London Plan and-or 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:

London Plan:

4A.6 Decentralised Energy: Heating, Cooling and Power

Harrow Unitary Development Plan:

D4 Standard of Design and Layout

D25 Shopfronts and Advertisements

EP25 Noise

EM20 Change of Use of Shops Outside Town Centres

EM25 Food, Drink and Late Night Uses

T13 Parking Standards

C17 Access to Leisure, Recreation, Community and Retail Facilities

Supplementary Planning Document 'Access for All' (2006)

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## **MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)**

- 1)** Change of Use of Shops – Non-Designated Parades & Outside Town Centres (EM20)
- 2)** Standard of Design and Layout (D4, D25)
- 3)** Residential Amenity and Noise (EP25, EM25)
- 4)** S17 Crime & Disorder Act (D4)
- 5)** Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type: Change of Use

Council Interest: Council Owned Land

### **b) Site Description**

- The subject site is a two-storey mid-terrace property located on the southern side of Whittington Way within a parade of shops fronting Whittington Way and Cannon Lane
- The parade includes various types of commercial uses at ground level including offices, shops and fast food restaurants with residential accommodation located above; more specifically, there are currently three fast-food restaurants/takeaways located in the parade (No's 72, 84 and 86

Cannon Lane)

- The subject site is currently vacant but previously contained an A1 use (Highgrove Ltd Building & Electrical Services) and residential accommodation above (No. 12)
- There is a service road/area located to the rear of the site that provides access from Cannon Lane
- Parking is provided to the front of the parade on a service road (accommodating approximately nine spaces) as well as on Wittington Way and Cannon Lane; the parade is not located within a Controlled Parking Zone; a bus stop is located opposite the shops at No's 42-60 Cannon Lane and another is located approximately 200m south-east of the subject site on Whittington Way
- Access to the rear area is gained by a side-hinged double door; the rear service area is currently used as a general storage area (including refuse) by the ground floor commercial premises in the parade
- Residential properties are located on the opposite side of Cannon Lane and at 3-5 Whittington Way opposite the subject site
- The Pinner Arms Public House is located opposite the subject site on the corner of Whittington Way and Cannon Lane; another parade of shops (with residential accommodation above) is located north of The Pinner Arms on Cannon Lane

**c) Proposal Details**

- Change of use of Shop (Class A1) to Restaurant (Class A3) including installation of extract fan flue at rear and external alterations to the rear and shopfront
- Refuse storage area to rear of site
- The internal arrangements would include seating at the front of the shop (four tables are indicated); a bar/service area; two toilets (including one disabled) and the kitchen area located at the rear of the shop
- No off-street parking is proposed

Alterations to Shopfront

- It is proposed to recess the existing front door to allow minimal slope at the entrance to the premises
- No other changes are proposed to the shop front

Alterations to Rear

- Enlargement of open wedge-shaped space to rear to provide refuse enclosure

Extract Fan Flue

- An extract fan flue is proposed to the rear wall of the first floor flat located above the shop (No. 12); it would be located approximately centrally, between both first-floor windows
- It would be to a height of 1m above the eaves

**Revisions to Previous Application:**

Following the previous decision (P/3813/07/DFU) the following amendments have been made:

Item 2/01: P/0336/08/DFU/continued....

- Enlarged refuse storage area proposed to rear of site
- Re-siting of extract flue

**d) Relevant History**

<b>LBH/43609</b>	Change of use from retail (class A1) to estate agents (class A2)	GRANT 04-OCT-91
<b>WEST/302/95/FUL</b>	Change of use: Class A1 to A3 (retail to hot food take-away) on ground floor and ventilation flue	REFUSE 18-JUL-95

Reasons for Refusal

- 1 The proposal would result in a loss of residential amenity.
- 2 However, proposal was deemed acceptable subject to the completion of a legal agreement within one year of the date of the decision relating to the provision and subsequent maintenance of a litterbin on highway land adjacent to the site.

<b>P/2535/07/DFU</b>	Change of use of shop (class A1) to restaurant (class A3); ventilation flue at rear and external alterations to rear and shopfront	REFUSE 16-OCT-07
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Reason for Refusal

- 1 The proposal has failed to demonstrate that the necessary adequate and satisfactory ventilation / odour / fume extraction, disabled access and refuse/recycling storage, can be provided in association with the proposed change of use, and in the absence of such provision the proposal would be detrimental to the amenities of nearby occupiers and customers / visitors to the premises and be harmful to the character of the area contrary to policies SD1, D4, D8, EP24, EP25, EM25 & C17 of the Harrow Unitary Development Plan (2004) and Supplementary Planning Document 'Access for All' (2006).

<b>P/3813/07/DFU</b>	Change of use of shop (class A1) to restaurant (class A3); ventilation flue at rear and external alterations to rear and shopfront	REFUSE 10-JAN-08
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Reason for refusal

- 1 The proposal has failed to demonstrate that the necessary adequate and satisfactory ventilation / odour / fume extraction and refuse/recycling storage, can be provided in association with the proposed change of use, and in the absence of such provision the proposal would be detrimental to the amenities of nearby occupiers and be harmful to the character of the area contrary to policies D4, EP25 & EM25 of the Harrow Unitary Development Plan (2004).

**e) Pre Application Discussion**

N/A

**f) Applicant Statement**

- A Design and Access Statement has been submitted with the application.

**g) Consultations:**

**Highways Engineer:** No objection

**Notifications:**

Sent:  
16

Replies:  
5

Expiry: 26-FEB-08

**Summary of Response:**

Rear service area is an environmental hazard and additional take-away shop will make matters worse; bedroom is above No. 8 – is frightening smell and noise from customers late at night from fast food outlet; don't know why another fast food outlet is necessary in the area; three takeaways in Cannon Lane; oppose additional take-away outlet in parade of shops as existing take-aways use rear area for disposal of rubbish with little regard for hygiene and little or no regard for neighbours; vent flue not adequate; construction of rear; element is a health and safety issue; adequate existing provision of A3 uses; increase on-street parking pressure.

**APPRAISAL**

**1) Change of Use of Shops – Outside Town Centres**

The site is not located within a Metropolitan, District or Local centre and it is not part of a primary, secondary or designated frontage. Policy EM20 of the Harrow UDP (2004) states that Council will normally permit changes of use from retail shops (A1) outside town centres if the proposal would not result in loss of necessary local retail provision, parking is provided in accordance with the Council's standards and the premises can be adequately serviced without causing harm to highway safety and convenience.

Loss of necessary local retail provision

The existing lawful use is an A1 use although the premises are currently vacant. It is considered that there is sufficient provision of other A1 shops within the vicinity of the site, including a Post Office shop at no. 80 and a "Costcutter" convenience shop at no. 88 Cannon Lane, there is also further provision of 5 other A1 units in the parade 44-60 Cannon Lane opposite the site. Therefore the LPA are satisfied that there is the provision of other local alternative retail provision and therefore the change of use would not contribute to a loss of 'necessary' retail provision within this area.

Parking and Servicing

Due to its locality, the site is served by public transport and on street parking. These factors would favour the proposed application. There is also a service road at the rear. This is further supported by the Highways Engineer who has not objected to the proposal.

**2) Standard of Design and Layout**

The proposed change of use would include recession of the existing door to the shopfront. Based on the submitted plans, it is understood that no further changes are proposed to the shopfront. It is considered that in terms of design and layout, the new shopfront would not impact upon the relationship and character of the adjoining building and the surrounding area. The proposed plans indicate that a level threshold would be provided to the front of the shop and that the new entrance door would be wheelchair accessible. Therefore, the proposal demonstrates that adequate and satisfactory disabled access

would be provided in accordance with the Supplementary Planning Document 'Access for All'.

#### Refuse and recycling arrangements

The proposed plans display a suitable refuse/recycling storage arrangement. In order to overcome the objection relating to refuse storage in the previously refused application the refuse enclosure to the rear of the site has been enlarged. The proposed area could adequately accommodate refuse for an A3 use and therefore the provision is considered to be acceptable.

### **3) Residential Amenity and Noise**

Policy EM25 states that disturbance of adjoining residential areas by restaurants and takeaways are likely to be greater if there is a concentration of such uses in the area. Objections have been received from neighbouring occupiers in relation to the number of takeaway outlets in the parade. It is considered however, that the location of fast food restaurants/takeaways is considered to be adequately 'spread out' within the parade (with the exception of No's 84 and 86 Cannon Lane). Furthermore, it is considered that the inclusion of an additional restaurant would amount to only 31% of the types of commercial uses within the parade. Therefore, the inclusion of an A3 use in the parade is considered acceptable in this instance.

Policy EM25 of the Harrow UDP (2004) seeks to ensure that proposals for food and drink uses and any late night uses do not have a harmful effect on residential amenity, and particular regard will be given to flats above the premises and arrangements for fume extraction, or any other plant or machinery.

An extract flue 0.4m in width is proposed, approximately central to the rear elevation, between both first-floor windows. This proposal is considered to be the most practical siting of the extract flue and not considered to be detrimental to the amenities of nearby occupiers of the premises or to the character of the area.

The introduction of a further A3 use could increase the pedestrian and vehicle activity to the area. It is considered that associated disturbance could be controlled through the conditioning of hours of operation to ensure that there would be no immediate unreasonable impact upon residential amenity.

### **4) S17 Crime & Disorder Act**

It is considered that this proposal would not lead to an increase in perceived or actual threat of crime.

### **5) Consultation Responses:**

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

- **Rear service area is an environmental hazard** Adequate provision for refuse storage has been provided and therefore the proposal would have no harmful impact relating to this issue
- All other issues dealt with in the report



**CONCLUSION**

For all the reasons considered above, and weighing up the development plan polices 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 3 – OTHER APPLICATIONS RECOMMENDED FOR REFUSAL**

None

## SECTION 4 – CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

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**STONEGROVE AND SPUR ROAD  
ESTATES, EDGWARE, HA8 8BT**

**Item: 4/01  
P/0393/08/CNA/DT2**

Ward ADJOINING BOROUGH

OUTLINE: DEMOLITION OF EXSITING BUILDINGS; CONSTRUCTION OF 937 RESIDENTIAL UNITS, COMMUNITY HALL, CHURCH AND CHURCH HALL WITH NEW ACCESS OFF SPUR ROAD AND REOPENING ACCESS OFF STONEGROVE

**Applicant:** London Borough of Barnet  
**Statutory Expiry Date:** 25-MAR-08

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### RECOMMENDATION

Plan Nos: N/A

INFORM the London Borough of Barnet that Harrow Council objects to this application having an unacceptable impact on the Borough of Harrow for the following reason:

1 The proposed access road to the development from Stonegrove will have an adverse effect on highway safety and prejudice the free flow of traffic on this London Distributor Road contrary to HUDP policy T 15 and national planning guidance (PPG 13).

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### MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Transport impact of Developments (T6)
- 2) Standard of Design and layout (D4)
- 3) S17 Crime & Disorder Act (D4)
- 4) Consultation Responses

### INFORMATION

i) This the second application of this development. (See relevant history). LB Barnet have been obliged to carry out a further consultation because additional information had to be provided relating to the Environmental Impact Assessment that the applicants submitted. This is a requirement under Regulation 19 of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

ii) In addition to Barnet consulting Harrow as the adjoining planning authority, the agent, in respect of land ownership, has served notice on the Council. This has been referred to Estates. Also, Barnet has directly notified several hundred Harrow residents of the planning application.

#### a) Summary

Statutory Return Type: Consultation by adjoining Council  
Site Area: 11.55 ha  
Habitable Rooms: 937  
Density: 81 dpha  
Council Interest: Part owner of highway land

**b) Site Description**

- Irregular-shaped site on the east side of Stonegrove
- Currently occupied by 603 dwellings, school and facilities with all access via Green lane and A 41 roundabout

**c) Proposal Details**

- In a number of phases to demolish all buildings within the site
- Redevelop in phases to provide 937 residential units and community and church facilities as described above
- The application is a hybrid; a full application is made for phase 1 with phases 2 and 3 being in outline with layout and access being 'unreserved' ie part of the application
- Access is to be taken from the Spur Road/A 41 roundabout via Green Lane and limited access from Spur Road both wholly within Barnet and access from Stonegrove almost opposite the existing junction of Stonegrove/Pangbourne Road
- Proposed accommodation:

Size	Affordable	Market	Total
1 bed flat	103	141	244
2 bed flat	244	184	408
3 bed flat	27	85	112
3 bed hse	36	60	96
4 bed hse	0	74	74
5 bed hse	3	0	3
Totals	417	520	937

**d) Relevant History**

P/3366/07/CNA Demolition of Existing Buildings; Construction of 937 New Residential Units, Community Hall, Church and Church Hall With New Access Off Spur Road and Re-Opening Access Off Stonegrove (Consultation From Neighbouring Authority) **OBJECTION 10-DEC-07**

**Reason for Objection**

1 Previous application made for 1355 units in 2004. Barnet Council resolved to grant permission subject to a S 106 agreement which was never completed and so the permission has not been issued.

Previous application made for 1355 units in 2004. Barnet Council resolved to grant permission subject to a S 106 agreement which was never completed and so the permission has not been issued.

**e) Pre Application Discussion**

N/A

**f) Applicant Statement**

- The application is made by Barratt Homes. They have an agreement with Barnet Council to underwrite any compulsory purchase agreement so that leasehold interests may be acquired to enable the development

- A full suite of supporting documents has been supplied by the applicant to Barnet Council

**g) Consultations:**

None

**Notifications:**

None

**APPRAISAL**

**1) Transport Impact**

The existing access from the existing estate to Stonegrove has been gated and is for emergency access only. Opening this or a new junction to serve the main access route through the new development will cause a significant number of right turn movements almost at the same point as Pangbourne Drive meets Stonegrove. This can only decrease highway safety and lead to an increase in disturbance and general activity with an increase in traffic movements.

**2) Standard of Design and Layout**

That part of the existing estate, which faces Stonegrove, is four storeys in height with pitched roofs. These buildings stand at 45 degrees to the back edge of the highway and are set back. This gives an open aspect that, with the resultant separation from the houses on the west (Harrow) side of Stonegrove minimises the conflict, which would otherwise occur with the meeting of two separate character areas. The proposed buildings remove the open aspect being parallel to the road and stand closer to the highway. Consequently the two areas of different character will collide rather than gently meet across Stonegrove.

**3) S17 Crime & Disorder Act**

The proposed development is intended to reduce and minimise the opportunities for crime and disorder.

**4) 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 comments received in response to notification and consultation as set out above it is recommended that objections be made.

## SECTION 5 - PRIOR APPROVAL APPLICATIONS

None