

## SECTION 1 – MAJOR APPLICATIONS

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**Item: 1/01**  
**HARROW COLLEGE LOWLANDS ROAD P/0708/08/COU/DT2**  
**HARROW, HA1 3AQ**  
Ward GREENHILL

OUTLINE: REDEVELOPMENT OF PART OF HARROW COLLEGE SITE TO PROVIDE FLATS IN A RANGE OF 404 TO 420 IN FIVE BLOCKS RISING TO TWELVE STOREYS AND BASEMENT, NEW ACCESS, BASEMENT CAR PARKING IN A RANGE OF 202 TO 210 SPACES, CYCLE PARKING IN A RANGE OF 404 TO 420 SPACES, ASSOCIATED OPEN SPACE AND LANDSCAPING INVOLVING THE RETENTION OF 'THE WHITE HOUSE', CREATION OF NEW PEDESTRIAN STREETS AND ROUTES LINKED TO A PUBLIC SQUARE AND RECONFIGURED METROPOLITAN OPEN LAND & RESIDENT PERMIT RESTRICTED

**Applicant:** Harrow College  
**Agent:** Drivers Jonas  
**Statutory Expiry Date:** 12-JUN-08

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**Item: 1/02**  
**HARROW COLLEGE LOWLANDS ROAD P/0709/08/DLB/DT2**  
**HARROW, HA1 3AQ**  
Ward GREENHILL

LISTED BUILDING CONSENT: DEMOLITION OF BUILDINGS WITHIN THE CURTILAGE OF, AND LINKED TO, THE LISTED BUILDING - THE WHITE HOUSE

**Applicant:** Harrow College  
**Agent:** Drivers Jonas  
**Statutory Expiry Date:** 12-JUN-08

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**P/0708/08/COU**

### RECOMMENDATION

Plan Nos: 0609/A/L(00)/0001 Site Plan Existing Buildings (Demolition Plan) 1:500, 0610/A/L(00)12A Location Plan 1:2000, 0610/A/L(00)13A Site Plan Roof Level 1:500, 0610/A/L(00)14A Site Plan Ground Level 1:500, 0610/A/L(04)/010A Basement, Ground, First, Second, Third & Fourth Floors 1:500, 0610/A/L(04)/011A Fifth, Sixth, Seventh & Eighth Floors 1:500, 0610/A/L(04)/012A Ninth, Tenth & Eleventh Floors & Typical 2 Bed Flat 1:500, 0610/A/L(05)/010A Parameter Plan (except No. 6) 1:500, 0610/A/L(04)/021A Site Sections AA & BB 1:500, 0610/A/L(04)/022 Site Sections CC, DD and EE 1.500 0610/A/L(04)/023A Site Sections FF, GG & HH 1:500, 0610/A/L(04)/030 Typical Bay Elevations Planning 1:200, 0610/SK/047 View of West Facade over Landscape : View of West Corner : View of South Corner and Portico NTS, 0610/SK/049, 0610/SK/0152A Aerial View from South West & Aerial View from North East NTS, 0610/SK/0153A View from the Grove Open Space & Low Angle Aerial View from South NTS, 0610/SK/0154 View of College from South East & Low Angle Aerial

View from South NTS, 0610/SK/0155View from North of Railway Tracks & Evening View from North of Railway Tracks NTS, 254/100Rev P2 Landscape Strategy 1:500, 254/119Rev P1 Tree Removals Residential 1:500, 254/111RevP2 Planting Strategy White House 1:250, 254/112RevP2 Planting Strategy Residential Development 1:250, 254/113Rev P2 Materials Layout Residential Development 1:500, 254/116RevP2 Materials Layout White House 1:250, 254/118RevP1 Lighting Strategy 1:500,254/119/P2 Tree Removal Residential, 254/205 RevP1 Sectional Elevation White House 1:200, 254/121 RevP1 Landscape Strategy White House 1:250.

Landscape Strategy

Environmental Impact Assessment (sustainability statement Flood Risk Assessment Arboricultural Report Transport Assessment Energy Statement - Individual and Site Wide)

Statement of Community Consultation

Three Dragons Affordable Housing Assessment

Design and Access Statement

**INFORM** the applicant that

1 The proposal is acceptable subject to:

a) The completion of a legal agreement within 6 months (or such period as the Council may determine) of the date of the Committee decision on this application relating to:

i. **Public Transport Improvements**

The developer to contribute £5m towards public transport improvements in Harrow Town Centre, to include:

- o Replacement/refurbishment of Harrow Bus station
- o Modernisation of Harrow on the Hill station in association with works to provide step free access to the ticket hall and platforms
- o Provision of a footbridge over the Metropolitan railway, to the east of Harrow on the Hill station.

ii. **Parameter Plans**

The residential developer to ensure that any submission of reserved matters pursuant to the planning permission or to the discharge of conditions imposed on the planning permission should comply strictly with the parameter plans

iii. **Travel Plan**

The residential developer to prepare, implement and monitor a Travel Plan to encourage the use of sustainable travel modes by future occupants of the residential development to be agreed in writing by the Council prior to the occupancy of any residential unit.

iv. **Health Care**

The developer to contribute £100, 000 towards health care initiatives in the vicinity of the site to meet additional demand for local services arising from the development.

v. **Education**

The developer to contribute £200,000 to meet additional demands for school places arising from the development.

- vi. **Public Realm Improvements**  
The developer to contribute £100,000 towards the cost of public realm improvements in Lowlands Road as outlined in the draft Public Realm and Access Strategy for Harrow Town Centre.
- vii. **Playspace**  
The developer to contribute £35,000 towards the cost of providing play facilities at Harrow recreation ground suitable for use by young people 12+.
- viii. **Public Art**  
The developer to secure the provision of Public Art in the vicinity of the site to a specification to be agreed with the Council.
- ix. **Renewable Energy**  
The developer to covenant that 20% of the energy used in the development will be generated by renewable resources and low carbon technologies.
- x. **Local Labour**  
The use of reasonable endeavour by the developer to promote and recruit employees, contractor and sub contractors from within the Council's geographical area throughout the construction phase of the development including 50 work placements
- xi. **Legal Costs**  
The developer to pay the Council's costs in the preparation of the agreement
- xii. **Planning Administration Fee**  
The developer to pay an administration fee for the monitoring of and compliance with this agreement, calculated as 5% of the contributions to a maximum of £50,000.

b) The direction of the Mayor of London

2 A formal decision to **GRANT** permission for the development described in the application and submitted plans, and subject to the following conditions, will be issued only upon the completion of the aforementioned legal agreement, and resolution of 1b) above:

1 Application for the approval of the reserved matters shall be made to the local planning authority before the expiration of 3 years from the date of this permission. The development hereby permitted shall commence before the expiration of two years from the date of approval of the last of the reserved matters to be approved.  
REASON: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990.

2 Unless otherwise stated, the permission hereby approved, allows for the development to proceed in phases. This allows for reserved matters and conditions, as required, to be submitted and approved by the LPA for each phase of the development and each phase to be commenced and completed independently.  
REASON: To enable the development to proceed and result in the comprehensive wider redevelopment of the town centre.

3 Approval of the details shown below (the "reserved matters") shall be obtained from the local planning authority in writing before any development is commenced:

- (a) scale
- (b) appearance
- (c) landscaping

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

4 Prior to occupation of the development hereby permitted, 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 installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <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'.

Following implementation the works 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 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.

6 The development as detailed in the approved drawings shall be built to Lifetime Homes Standards and Wheelchair standards and thereafter retained to those standards.

REASON: To ensure provision of Lifetime Home/Wheelchair Standard housing in accordance with the policies of the London Plan.

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 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.

9 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.

10 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.

11 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.

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

a) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters; and

b) specify the responsibilities of each party for the implementation of the SuDs scheme, together with a timetable for that implementation; and

c) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or

statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime.

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

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

13 Before the development hereby permitted commences a tree protection plan for the whole site shall be submitted 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 machinery 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.

14 The development hereby permitted shall not commence until details of the provision for attenuation against externally generated noise and vibration have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate precautions are taken to avoid noise nuisance and to safeguard the amenity of residents.

15 Development shall not proceed beyond ground level damp proof course until details of a scheme for generating 20% of the predicted energy requirement of the development from on-site renewable and low carbon resources have been submitted to and approved in writing by the local planning authority.

REASON: To ensure the development provides satisfactory level of renewable energy.

16 The development hereby permitted shall not commence until details showing how the site will be externally lit at night times and during hours of darkness have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: In the interests of neighbouring amenity and the character 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 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.1 Increasing London's supply of housing

3A.2 Borough housing targets

3A.3 Maximising the potential of sites

- 3A.5 Housing choice
- 3C.1 Integrating transport and development
- 3C.17 Tackling congestion and reducing traffic
- 4A.1 Tackling climate change
- 4A.7 Renewable Energy
- 4A.14 Sustainable drainage
- 4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

- S1 The Form of Development and Pattern of Land Use
  - EP15 Water Conservation
  - EP25 Noise
  - 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
  - D11 Statutorily Listed BuildingsD14 Conservation Areas
  - D14 Conservation Areas
  - D23 Lighting, Including Floodlighting
  - D30 Public Art and Design
  - D31 Views and Landmarks
  - T6 The Transport Impact of Development Proposals
  - T13 Parking Standards
  - H3 New Housing Provision - Land Identified for Housing and Vacant Sites
  - H7 Dwelling Mix
  - I 5 Proposals Map and Proposal Sites Schedule
- Sustainable Design & Construction: The London Plan Supplementary Planning Guidance (May 2006)
- Supplementary Planning Guidance: Designing New Development (March 2003)
- Accessible Homes - Supplementary Planning Document (April 2006).
- Proposal Site 6: Harrow on the Hill Station and land in College Road and Lowlands Road
- Harrow Town Centre Development Strategy (July 2005)

Government Guidance:

PPS1, PPS3, PPS6, PPS9, PPG13, PPS 15, PPS22, Draft Southeast Plan (March 2006) Regional Planning Guidance for the South East (RPG9) (March 2001) West London Sub Regional Development Framework (May 2006).

2 INFORMATIVE:

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

3 INFORMATIVE:

The 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

Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [communities@twoten.com](mailto:communities@twoten.com)

#### 4 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 (i.e. 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 and associated legislation.)

#### 5 INFORMATIVE:

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

#### 6 INFORMATIVE:

Building works must be carried out in strict accordance with the London Underground Limited "Special Conditions for Outside Parties Working on or near the Railway". The applicant is advised to contact London Underground Infrastructure Protection office for more information on 02070279549 (105 Victoria Street, London SW1E 6AD).

#### 7 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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## **P/0709/08/DLB**

### **RECOMMENDATION**

Plan Nos: 0609/SK/0152A Aerial View from South West & Aerial View from the North East NTS; 0609/SK/0153A View from the Grove Open Space & Low Angle Aerial View from South NTS; 0609/SK/0154 View of College from South East & Low Angle Aerial View from South NTS; 0609/SK/0155 View from North Railway Tracks & Evening View from North of Railway Tracks NTS; 0610/A/L/(00)/012A Location Plan 1:2000; 0610/A/L/(00)/013A Site Plan Roof Level 1:500; 0610/A/L/(00)/014A Site Plan Ground Level 1:500; 0610/A/L/(04)/010A Basement, Ground, First, Second, Third & Fourth Floors 1:500; 0610/A/L/(04)/011A Fifth, Sixth, Seventh & Eighth Floors 1:500; 0610/A/L/(04)/012A Ninth, tenth & Eleventh Floors & Typical 2 Bed Flat 1:500; 0610/A/L/(05)/010A Parameter Plan 1:500; 0610/A/L/(04)/021A Site sections AA & BB 1:500; 0610/A/L/(04)/022 Site Sections CC, DD & EE 1:500; 0610/A/L/(04)/023A Site Sections FF, GG & HH 1:500; 0610/A/L/(04)/030 Typical Bay Elevations Planning 1:200; 0610/SK/047 View of West Façade over Landscape : View of west Corner : View of South Corner and Portico NTS; 254/100 Rev P1 Landscape Strategy 1:500; 254/119 Rev P1 Tree Removals Residential 1:500; 254/111 Rev P2 Planting Strategy White House 1:250; 254/112 Rev P2 Planting Strategy Residential Development 1:250; 254/113 Rev P2 Materials Layout Residential Development 1:500; 254/116 Rev P2 Materials Layout White House 1:250; 254/118 Rev P1 Lighting Strategy 1:500; 254/205 rev P1 Sectional Elevation White House 1:200; 254/121 rev P1 Landscape Strategy white House 1:250

**GRANT** Listed Building Consent subject to the following conditions:

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

REASON: To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2 The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the works of redevelopment of the site has been made, and submitted to and approved in writing by the Local Planning Authority, and planning permission has been granted for the development for which the contract provides.

REASON: To protect the appearance of the:-

- (a) area
- (b) listed building
- (c) conservation area

3 The position, type and manner of installation of all new and relocated services and related fittings shall be adequately specified in advance of any work being carried out, and the prior written approval of the local planning authority obtained wherever these installations are to be visible or where ducts or other methods of concealment are proposed.

REASON: To protect the special architectural or historic interest of the listed building.

## INFORMATIVES

### 1 INFORMATIVE:

Before starting demolition work for which Listed Building Consent has been granted, it is important that you read the attached notes from the Royal Commission on the Historical Monuments of England (RCHME).

You must also give the RCHME 30 days notice of works involving that demolition, by completing the attached Final Notice form and returning it to RCHME.

A Listed Building Consent for works involving demolition is NOT valid unless the above requirements have been complied with.

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

- 1) Policy Framework (S1 PS6 – Proposal Site 6 (Harrow On The Hill and Land in College Road and Lowlands Road)
- 2) Harrow On The Hill Station Planning Brief – Adopted in July 2005)
- 3) The Layout and Form of The Proposal (4B 9, 4B 10) (S1, EP44, EP47, D4, D5, D7, D9, D10, D14, D29, D30)
- 4) Effect on the Listed Building (D11)
- 5) Effect on the Conservation Area (D14)
- 6) Views and Landmarks (D31)
- 7) Sustainability & Renewable Energy (4A.4) (EP15, EP20, D4)
- 8) Parking & Highway Safety (3C 19) (T6, T13)
- 9) Landscaping/Trees (3D 15) (D4, D5, D9, D10)
- 10) Ecology/Biodiversity (3D 14) (EP26, EP27, EP28)
- 11) Affordable Housing (EP26, EP27, EP28)
- 12) S17 Crime & Disorder Act (D4)
- 13) Consultation Responses

## INFORMATION

### a) Summary

Statutory Return Type:	Major
Listed Building	Grade 2
Conservation Area:	Adjoining Roxborough Park and The Grove
Site Area:	1.3 ha
Dwellings Habitable /	404-420/1008 (based on 404 dwellings)
Rooms:	

Density:	775 hrh (based on 404 dwellings) 311 dph
Car Parking:	Standard: 404 (Maximum)
	Justified: 202
	Provided: 202
Cycle Parking	Provided: 404 (1 space per unit)
Lifetime Homes:	By condition (Outline application)
Wheelchair Standards:	By condition (Outline application)
Council Interest:	None

**b) Site Description**

- The proposed development would occupy the larger portion of land if the Harrow College site extending south of the railway lines and eastwards towards Grove Hill Road, in a broadly rectangular footprint. The site includes the TFL surface car park north of the recreation ground. The residential development would be separated from the College complex by the Bridge Approach area and by the reconfigured MOL (Metropolitan Open Land).
- The site is very accessible, being within easy walking distance of the Chiltern Rail and London Underground Station and Harrow Bus Station, which provides a range of services across the borough and beyond. As such, the area has a PTAL (Public Transport Accessibility Level) of 6a, which is very high.
- Towards the southern boundary of the site on Lowlands Road is the White House, a Grade II Listed Building dating from the Regency period that is built in stone with stucco details. It was the centrepiece of the suburban estate known as 'Lowlands', which was gradually eroded by the disposal of land to the railway companies and by the creation of the recreation ground. The setting of the building has also been altered by the addition of a number of functional college buildings over the years.

**c) Proposal Details**

- Outline planning permission is sought for the redevelopment of an area of 12,295 sqm of land that is part of the existing Harrow College site for flatted dwellings in a range of 404 to 420 units.
- Indicative mix of dwellings is: studios x 18, 1 bed x 154, 2 bed x 218, 3 bed x 10 total 404 units. The range of dwellings is between 404 and 420.
- All matters other than access and layout are reserved.
- The development will be configured in a number of linear blocks that generally have a north south axis forming fingers of development that would rise across heights ranging from two to twelve storeys, reducing through a graduation in height towards the Listed Building and the reconfigured MOL.
- In accordance with the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006, parameter plans have been submitted to accompany the scheme, which set out and fix the upper and lower height limits, the length and width of the proposed buildings and the corresponding maximum and minimum floor spaces that are achievable within these physical limits.
- 'The White House' is to be refurbished and converted into flats.
- The redevelopment of the College site is one part of a comprehensive redevelopment of the area that involves the consolidation of both the Harrow

On The Hill and the Harrow Weald College campuses on the site that is now Lowlands Recreation Ground (MOL) and on a strip of land adjacent to the railway acquired by the College.

- The White House is to be refurbished and converted into flats.
- The redevelopment of the College site is one part of a comprehensive redevelopment of the area that involves are consolidation of both the Harrow on the Hill and Harrow Weald College campus on the site that is now Lowlands Recreation Ground (MOL) and on a strip of land adjacent to the railway acquired by the College, as per the Committee's resolution on the 14<sup>th</sup> May 2008.

**d) Relevant History**

None

**e) Pre Application Discussion**

Extensive discussions have taken place over several years between the applicants, the Council and other landowners. The applicants carried out a two week public consultation in November 2007 and had separate meetings with local interest groups such as the Harrow Heritage Trust, statutory bodies such as the Mayor of London, GOL (Government Office for London) and English Heritage. As part of this work officers have also taken independent financial advice as the impact of the public transport contribution and other S.106 items. This advice concluded that the development cannot support, financially, any affordable housing contribution if the Cabinet decision to give priority to public transport improvements is to be implemented.

**f) Applicant Statement**

- The indicative layout arranges the buildings in five distinct blocks that are connected to a new public square and the proposed new footbridge across the railway tracks by new streets and pedestrian routes. (Note: not part of this application) This is to provide unity and connectivity with the Town Centre, to the north of the railway.
- These streets will be designed as 'shared surfaces' giving priority to pedestrians and cyclists.
- The layout is designed to maintain views of the MOL and the Grove Open Space to the south of the site and to bring as much daylight and sunlight and permeability into the development. The northernmost block would provide an acoustic barrier to noise from the railway.
- The indicative design is appropriate to a town centre residential development. The height and massing of the proposal recognises the need for a more human scale of buildings on the periphery of the site where it adjoins the backdrop of the reconfigured MOL. The graduation in height of the buildings, in which the tallest are located nearer to the railway lines to the north of the site achieves such a relationship.
- Such an approach is also in recognition of the topography of the site, where land levels fall by approximately 8m from the south east to the north western corner, by the station and by the fact that the land to the north of the station has a more dense urban character, with buildings of 7 to 12 storeys in height opposite to the existing College site. This is a strong contrast to the land to the immediate south of the station, which is characterized by open

- parkland and traditional low-rise housing.
- The landscaping of the site will include play areas for children. Ground floor apartments will have front doors that open on to streets to introduce a sense of community to the development and to provide active frontages and the basis of a safe environment.
  - Landscaping, the detail of which will be dealt with as a reserved matter, is however, designed at the outline stage to be coherent with the landscaping of the wider area. The central area of reconfigured open space will be enclosed by the residential development and in that form will provide a pleasant outlook for the flats and also provide a safe play area for children.
  - The green spaces that are provided in the western end of the scheme will enable views of St Mary's Church to be maintained and will enhance the setting of the Listed Building by preserving the open character of the land around it. The green fingers or corridors that provide routes through the development will act as a link with the reconfigured MOL and will also provide a safe route for pedestrians at night time. The residential development will define the extent of the MOL and the introduction of a residential population will increase its usage and provide natural surveillance.
  - As with the College application, the Green Roof strategy will provide a valuable ecological resource and will soften the impact of the development when viewed from vantage points from the south of the site.
  - An Energy Statement has been submitted which addresses the requirements set out in the mayor of London's Energy Strategy. The statement is proposed in tandem with a site wide strategy encompassing the adjacent College and the recently submitted application for the former Harrow Post office site to the north of the railway.
  - The scheme is consonant with national guidance as set out in PPS6 and with LB Harrow's own Planning Policy for the area PS6 (2004 Harrow Unitary Development Plan) which identifies the scope for the redevelopment of the whole 5.6 ha site that includes the LUL station and land in College Road and the Harrow College site itself in Lowlands Road. This policy promotes the improvement of public transport and mixed-use development. The LB Harrow 2005 Planning Brief elaborates on the vision of the site as a 21<sup>st</sup> Century Mobility Hub that incorporates a new north/south connection through the site, signature development and a range of uses that are enabled by better access to the Town Centre.
  - The Brief reiterates issues referred to in PS6 and are included in a conceptual illustrative layout that shows a crescent shaped residential development immediately south of the railway lines, with the remainder of the land allocated for reformed open space.
  - The proposal is in line with PS6 and the Planning Brief in that, along with the redevelopment of the College site, it will regenerate the town centre by bringing an increased residential population into the area that will provide activity, vitality, enhanced safety and security for the locality and a springboard for economic development. This is also consonant with the advice in PPS6.
  - The scheme will also make a significant contribution to current housing need in Harrow in compliance with HUDP Policy H3 and meets the criteria of London Plan Policy 3A.1 and the West London Sub-Regional Framework.

- The scheme acknowledges, in accordance with PPG13 that the site is in an excellent location for public transport and has a PTAL rating of 6A. The Town centre shops and amenities and the bus/underground station are within easy walking distance of the site. In line with HUDP Policy T13 and supporting national and regional guidance, the parking provision of 0.5 spaces to each unit is regarded as appropriate for a site where the opportunity to adopt parking and car borne restraint in the interests of a more sustainable future is provided.
- Crucial to this is the significant financial contribution of £5m to the public transport infrastructure that is proposed as part of the S106 Legal Agreement for the scheme.
- The development will involve the demolition of a number of functional College buildings that cluster around the White House which have no particular merit and which have accreted in a rather haphazard way over time. They will be replaced by a sweep of open space that will be laid out to its frontage. The setting of the Listed Building will therefore be enhanced, in line with the advice in PPG15 and HUDP Policy D11.
- The reconfigured MOL will provide an open view both from and to the conservation area and will enhance its appearance and its parklands setting. This openness will be further enhanced by the removal of eighteen trees along Lowlands Road that are in a poor condition and their replacement by 67 new specimens.

**g) Consultations:**

**Environment Agency:** Object to inadequate Flood Risk assessment – seeking use of SuDs

**London Underground Ltd:** Site adjoins LUL land boundary. The developer will need to be able to show to LUL engineers before the development commences that the proposal will not have any harmful effects on TFL land and infrastructure. Otherwise, there are no comments.

**English Heritage:** Concern for the effect on the White House, although it is recognised that surrounding development already heavily compromises the setting of the Listed Building. Concern for the effect of tall buildings on the townscape of the locality and on long view of the adjacent parkland. The best solution for these concerns should be attained, with the integrity of the White House and the open space beyond as priorities. The proposal should be determined in terms of LB Harrow's long-term vision of the future and London Plan Policies.

- Recommendation: The application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

**Harrow Hill Trust:** Object – Impact on Conservation Area, bridge is a 'leftover' from previous Town Centre Plan.

**CABE:** Scheme has potential to create a vibrant college and good quality housing but the work is necessary to differentiate between the characters of residential and educational buildings and to improve public green space.

**GLA:** The Deputy Mayor commented by letter dated 14 May. His letter included the following comments; The development of the existing college site for housing is acceptable in view of the re-provision of the college, the absence of any identified demand for alternative education use and the development

plan policy designation. The £5m contribution to the upgrading of the transport interchange in lieu of affordable housing provision on this site has been financially tested and is consistent with London Plan policy on planning obligations.

The design, landscaping and access proposals are acceptable subject to the issues raised in the report regarding the accessibility of the path network being satisfactorily addressed.

The applicant should fully address the concerns raised in the report regarding the transport proposals in order for these to be consistent with the London Plan. The applicant should also address the comments made by the LDA.

**Defence Estates:** Requests more time to respond (consultation received 05-MAR-08)

**Chamber of Commerce:** No response

<b>Advertisement:</b>	Major Development	Expiry: 27-MAR-08
	Character of a Conservation Area	
	Setting Of a Listed Building	

**Notifications:**

Sent:	Replies:	Expiry: 26-MAR-08
6791	95	

**Summary of Response:**

High rise buildings should not be allowed, given past experience of the social problems associated with such development; the proposed development conflicts with advice in the draft SPD for Harrow on the Hill because buildings of ten to twelve storeys will interrupt the view of the Hill, contrary to appendix 2 of the SPD; the excessive height and scale of the scheme destroys the open character of the area; the residential character of the conservation area will be changed; the proposal in MOL terms is in conflict with HUDP policies SEP 5 and Policy EP 43; no appropriate transition between the town centre and surrounding areas; the proposals do not follow the illustrative concept of Planning Brief Figure 11 and as such, should be refused; the outline application will reach 13 storeys and a height of 39m. The ordnance survey datum adjacent to the White House is 76.95m, a difference of 43.75m. Therefore, the top of the flats will be 4.75m lower than the viewing point next to St Mary's. This will seriously affect the view contrary to HUDP Policy D31; height of proposed buildings will cause overlooking and loss of privacy, a sense of enclosure, loss of outlook and loss of daylight and sunlight to nearby residents particularly along the boundary with residents of Grove Hill Road. Trees will be damaged because buildings on the eastern boundary will be too close. As a one-way road Grove Hill Road already suffers from town centre traffic movements. This will worsen if such large-scale development is allowed; adverse effects will be increased noise, disturbance and pollution and the upheaval of construction work and traffic disrupting everyday life for residents the scheme will have an immediate impact on the adjoining Conservation Area, due to its excessive height and scale, contrary to Policy 4 of the SPD proposed buildings will be twice as high as the existing office buildings in central Harrow, which are much taller than the two to three storey scale of development in the

Conservation Area; the setting of the Listed Building 'The White House' will be adversely affected by the proposal.

## **APPRAISAL**

- 1) Policy Framework:** The application site is identified in the Harrow Unitary Development Plan 2004 (HUDP) as part of Proposal Site 6 (PS6) Harrow On The Hill Station and Land in College Road and Lowlands Road. Development that is encouraged includes public transport improvements and preferred uses include mixed-use developments for office, education, civic, residential, leisure and retail use and open space.

The proposed outline scheme is consistent with the aims of PS6, as, like the College redevelopment, it will bring a new population to the centre of the Borough and, with that, the economic activity that is vital to the regeneration of the Town Centre. It will also help to meet local and London wide housing need, in line with HUDP Policy H3 and meet the criteria of London Plan Policy 3A.1 and the West London Sub-Regional Framework.

- 2) Planning Brief**

Residential development is one of the key actions in achieving objective one of the Town Centre Development Strategy, which identifies a vibrant, attractive town centre as the focal point in the social and economic activity of a community. One of the characteristics of the existing town centre is its sluggishness and lack of choice in the services that are available. The Strategy recognises this in "Promoting residential development to increase spending power and demand for a range of activities in the centre".

This proposal meets this objective.

A largely residential led scheme for land at Harrow on the Hill stations is also anticipated in the Planning Brief for the PS6 site, adopted in 2005 to supplement the advice in the HUDP. It further highlights the likely importance of residential use in terms of scheme viability and in facilitating other key benefits. In this case, it will partly fund the development of the College and lead to the increase in land value that will help to secure a substantial contribution to public transport improvements.

In principle, the proposal is consistent with overall planning strategy for the town centre, as well as the site specific objectives outlined in the Planning Brief.

- 3) The layout and form of the proposal**

The scheme is in outline, but the layout and height of the buildings can be assessed at this stage. The concentration of buildings in this location creates a new image, in terms of the townscape of the locality. However, HUDP Policy D4 stresses that while development should take account of the character and landscape of the locality and should be designed to complement the surrounding area, it should also achieve 'a sense of place' and provide a distinct character of their own.

The site is part located in a very open setting, and enclosed on its eastern



boundary by properties in the Grove Hill Road and by the physical boundary of the station on the northern boundary. The land then gives way to traditional two storey housing to the east and south.

The site itself is, however, intensely developed, having expanded haphazardly over the years, so that a large number of education buildings are now laid out in an impermeable form that restricts views through the site and precludes links to the surrounding area.

In contrast to the existing site layout, the proposal would create a dynamic new residential quarter of a scale that is appropriate to its town centre location and PTAL rating of 6A, and with a built form that is broadly comparable with much of the recent development in the town centre and others parts of Lowlands Road. Together with the new College and reconfigured open space, it will provide a legible and permeable development the will integrate the site with the town centre and its immediate surroundings and secure a suitable transition between the commercial heart of the town centre and land to the south of the railway.

The proposal differs to the illustrative layout shown in adopted Planning Brief in that it is laid out in blocks at 90 degrees angles to the railway line, rather than parallel to the railway except for one block. This is considered to be preferable, because otherwise, the buildings sited next to the tracks would accentuate the sense of the separation of the north side of the town centre caused by the width of the tracks and the harder, urbanised environment. Aligning the buildings so that there are vistas through the scheme to the town centre and Harrow Weald Ridge provides unity.

This layout also means that the bulk of the proposed buildings do not cut the north south axis, allowing views through and helping to break up the development. It also allows the development to step down in scale towards the south and south east, helping to make more gentle transition from the large scale buildings in the north to the domestic scale of the Roxborough Conservation Area in the south.

Building height has been carefully planned, with the tallest buildings located on the northern boundary, adjacent to the railway and close to the new College.

The proposal has been revised so that no loss of residential amenity to houses on the eastern boundary on Grove Hill Road occurs. This has been achieved by part reducing the buildings on that elevation to two storeys, by setting the building line back to achieve an intervening distance of 25 to 32 m, by configuring the buildings so that the principle windows to habitable rooms are west facing, i.e. looking back into the site, and by retaining the existing screen of trees on the common boundary.

In these ways, concerns for overlooking and loss of privacy, a sense of enclosure and loss of outlook have been overcome. It is concluded that no conflict with HUDP Policy D5 would result.

**4) Effect on the Listed Building**

The demolition of linked College buildings, car parks and car parking bays would enhance the overall setting of the White House and would restore garden views. The existing backdrop of school buildings is haphazard and could be improved upon. The proposal is for blocks of flats that are contemporary in style and build that would be arranged to the north and east of the Listed Building. Such development, if monolithic and tall in form could easily result in a hard edge behind the building that would detract from its architectural merit, particularly when viewed from the south east.

However, the space that is provided in the proposed layout ensures that such a relationship would be overcome. The proposed central and eastern residential blocks are shown on the location plan as being at distances of 15m and 30m respectively, from the eastern and southern elevations of the building, which would be set in landscaping.

In such circumstances, the effect on the Listed Building would not be a cause for concern. Overall, the setting of the building, and its prominence, would be enhanced. It is concluded therefore, that no conflict would arise with HUDP Policy D11, or London Plan and national guidance.

**5) Effect on the Conservation Area**

There is some concern for the setting of the listed building and houses in Grove Hill Road. The application is in outline with only access and layout to be determined at this stage. The revisions to the plans address the impact on Grove Hill Road by removing two four storey elements and providing private gardens up to the boundary of Grove Hill Road with an adequate separation distance of between the houses and the proposed flats. When reserved matters are submitted in respect of the centre block of flats issues regarding the height and elevation treatment can be addressed. The pavilion block of flats to the south of the listed building is three storeys in height and again the issue of elevational treatment to complement the listed building can be addressed within the reserved matters. Overall the proposals will improve the setting of the listed building. This with the landscape improvements will have a beneficial effect on the adjoining conservation area.

**6) Views and landmarks**

An assessment of the impact on views is included in the Environmental Impact Statement. Members are referred, in particular, to photomontages 6 to 12 within Volume 2 of the EiA. ( These images will be displayed at committee and are available on the web site) .The assessment concludes that both adverse and beneficial impacts will occur and that overall any adverse impact on townscape would be indirect, local and minor in nature.

A visual assessment was submitted by the applicants following discussions with the Council in which 18 local and distant key views were selected. This assessment was supported by accurate visual assessment (AVR's) that were prepared of the most sensitive views.

The assessment concluded that the proposed development, when completed, would have a permanent impact of the townscape character and visual amenity

of the area in the following respects:

- To the east of the site, the scheme steps up in height and massing from the open space top the south towards the taller and denser mass of buildings that compose the town centre on the northern edge of the site.
- The height of the proposed buildings ranges from 2-6 storeys (maximum height 91 m A.O.D – above ordnance datum) to the east of the site to 12 storeys (maximum height 112.5 m A.O.D.) to the north.

#### **7) Sustainability and Renewable Energy**

The use of brown and green roofs is welcomed together with green walls on the south elevations. Demolished building materials will be reused on site where feasible and full recycling facilities provided. At a broad scale the site's location adjoining the town centre, open space, college and transport interchange is sustainable.

#### **8) Parking and Highway Safety**

The transport input from Transport for London (TFL) has been prepared by the GLA since TFL has a property interest in the site. The PTAL rating at 6a is the highest that can be achieved. Public transport accessibility is very good. GLA suggests that the parking provision of 1 space per 2 dwellings be reduced and all residents are excluded from acquiring on street parking permits. Resident parking is to be restricted.

The proposed pedestrian link through the new college grounds is welcome and will be secured as part of the 106 agreement including when it will be open to the public. There is a need to address pedestrian safety in Grove Hill/Peterborough Road/Station Road- pedestrian signage is poor and will be improved as part of the public realm improvements.

The completion of the London network Cycle Network No 35 needs to be completed as part of this development – this route passes by the site.

The Travel Plan will be a critical tool in ensuring mitigation monitoring and review is undertaken. This is to be secured by the S 106 agreement.

#### **9) Landscape/Trees**

A full tree survey has been undertaken; no trees within the residential site are currently subject of a tree preservation order. Existing trees to the east boundary are to be retained as visual break to the Grove Hill Road beyond.

#### **10) Ecology/Biodiversity**

There are no statutory or non statutory designations affecting the site. Beyond the adverse impacts during construction the creation of extensive green and brown roofs, roosting and nesting boxes, the retention and replanting of trees and the reconfiguration of the MOL would have a negligible to moderate beneficial impact. The proposals are considered acceptable subject to the mitigation measures being secured.

**11) Affordable Housing**

As noted in part of the summary, no affordable housing contribution is within the S.106 terms as reported, the application of the GLA toolkit reveals that any further transfer of the development equity such as affordable housing would jeopardise the implementation of the development.

**12) S17 Crime & Disorder Act**

Full consultation will take place on receipt of the reserved matters.

**13) Consultation Responses:**

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

- None

**CONCLUSION**

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

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**FORMER TRAVIS PERKINS, 19 PINNER  
ROAD, HARROW, HA1 4ES**

**Item: 1/03  
P/0596/08/CFU/DC3**

Ward HEADSTONE SOUTH

REDEVELOPMENT OF BUILDERS YARD: NINE STOREY BUILDING WITH BASEMENT COMPRISING A GROUND FLOOR CAFÉ/RESTURANT (CLASS A3 USE), 3485 SQM SECOND FLOOR SAINBURY'S FOOD STORE (CLASS A1 USE) WITH 220 RETAIL PARKING SPACES, 147 FLATS IN FOUR TO SIX STOREYS ABOVE THE RETAIL USE, 75 RESIDENTIAL PARKINIG SPACES, SECURE CYCLE PARKING (1 PER DWELLING & 51 FOR THE RETAIL USE) LANDSCAPED ROOF GARDENS ABOVE THE RETAIL USE, RETAIL PARKING ACCESS OFF PINNER ROAD, RESIDENTIAL PARKING AND SERVICE ACCESS OFF NEPTUNE ROAD, IMPROVEMENTS TO PINNER ROAD/NEPTUNE ROAD JUNCTION AND PUBLIC REALM ENHANCEMENT OF PEDESTRIAN UNDERPASS (RESIDENT PERMIT RESTRICTED)

**Applicant:** London Underground and Parkridge Developments

**Agent:** Holmes - Antill

**Statutory Expiry Date:** 13-MAY-08

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## RECOMMENDATION

Plan Nos: PL\_010, PL\_050B, PL\_090B, PL\_100F, PL\_101K, PL\_102J, PL\_103I, PL\_104I, PL\_105F, PL\_106F, PL\_107F, PL\_108G, PL\_109G, PL\_110D, PL\_181, PL\_200D, PL\_201D, PL\_301D, PL\_302D, PL\_401, PL\_402, PL\_403, PL\_404, PL\_405, PL\_406, PL\_407, PL\_408, PL\_409, PL\_4010, PL\_4011, PL\_4012, PL\_4013, PL\_4014, PL\_4015, PL\_4016, PL\_4017, PL\_4018

Planning Statement

Design and Access Statement

Sunlight, Daylight and Overshadowing Study Main Report

Sunlight, Daylight and Overshadowing Study Supplementary Report

Townscape and Visual Analysis

Transport Assessment Volume 1

Transport Assessment Volume 2

Transport Assessment Volume 3

Consultation Statement

Sustainability Statement

Energy Statement

Ecological Assessment

Environmental Noise Survey and Noise Impact Assessment

Train Induced Vibration Report

Ground Investigation

Open Space and Play Assessment

Retail Statement

Archaeological Report

Air Quality Report

Water Resources

Wind Micro Climate Assessment

**INFORM** the applicant that:

1. The proposal is acceptable subject to:

a) The completion of a legal agreement within 6 months (or such period as the Council may determine) of the date of the Committee decision on this application relating to:

- i) **Affordable Housing:** provision of 31 social rented dwellings and 12 shared ownership dwellings, the affordable units to be managed by an RSL subject to a nomination agreement with the Council
- ii) **Public Transport:** a contribution of £250,000 to improve the capacity of Harrow bus station and public transport facilities in the vicinity of the site.
- iii) **Travel Plan:** the preparation, implementation and future monitoring of a Travel Plan, to be agreed in writing by the LPA prior to first occupation
- iv) **Education:** a contribution of £70,000 to meet any additional educational needs arising from the development.
- v) **Health & Wellbeing:** a contribution of £35,000 towards health care planning and initiatives in the vicinity of the site.
- vi) **Training and Employment Plan:** the preparation of a local construction training and employment plan, to be agreed in writing by the LPA prior to the commencement of the development.
- vii) **Public Realm Contributions/Improvement of Underpass:** Preparation of an Environmental Improvement Scheme for the Roxborough Bridge underpass in accordance with a specification to be agreed with the Council (to include new paving, lighting, cycle and pedestrian routes) and to finance the cost of the work to a maximum of £350,000
- viii) **Open Space / Children's Play Space Contributions:** a contribution of £25,000 towards the provision of play facilities at Harrow Recreation Ground suitable for use by young people aged 12 and over.
- ix) **Management and Maintenance of the Site:** submission of a landscape and building management plan to be agreed in writing by the LPA prior to first occupation
- x) **Town Centre Management Fee:** payment of £25,000 towards town centre management initiatives in the Harrow Metropolitan Centre.
- xi) **Highway Improvements:** Agreement under s.278 of the Highways Act for off site highway improvement.
- xii) **Legal Fees:** payment of the Council's reasonable costs in the preparation of the agreement
- xiii) **Planning Administration Fee:** payment of a £35,500 administration fee for the monitoring of and compliance with this agreement

b) The direction of the Mayor of London.

2. A formal decision notice to **GRANT** permission for the development described in the application and submitted plans, and subject to the following condition(s) will be issued only upon the completion of the aforementioned legal agreement and resolution of 1b) above:

Item 1/03: P/0596/08/CFU continued....

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 and Country Planning Act 1990.

2 The development hereby permitted shall not commence until details of a phased construction programme has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved programme. All "conditions precedent" attached to this planning permission must be submitted to and approved in writing by the local planning authority prior to the commencement of each respective phase as agreed in the approved phasing programme.

REASON: To ensure a satisfactory form of development.

3 Prior to occupation of the development hereby permitted, 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 installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <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'.

Following implementation the works 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.

4 The development hereby permitted, as detailed in the submitted and approved drawings, shall be built to Lifetime Home Standards and Wheelchair Homes Standards, and thereafter retained to those standards.

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

5 The development hereby permitted shall not commence until details of a scheme to provide a total of 14 disabled car parking spaces for the residential element 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 them to be used by people with mobility impairments, and the space(s) shall be marked out accordingly. The development shall not be occupied or used until the spaces have been completed in accordance with the approved details and thereafter retained.

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

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

8 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.

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

10 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 2 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

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

11 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas,



Item 1/03: P/0596/08/CFU continued....

other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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

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

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

13 The development hereby permitted shall not exceed ground level damp proof course 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 carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the appearance of the locality.

14 The development hereby permitted shall not commence until details of the provision for attenuation against externally generated noise and vibration have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate precautions are taken to avoid noise nuisance and to safeguard the amenity of residents.

15 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan number(s) PL\_100F, PL\_101K, and PL\_102J have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

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

16 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

Item 1/03: P/0596/08/CFU continued....

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.

17 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.

18 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.

19 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.

20 The development hereby permitted shall not be occupied or brought into use until details of the green and brown roofs, roof gardens and roof amenity space have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained

REASON: In the interests of character and appearance of the street scene and residential amenity.

21 The approved energy efficiency measures, and bio fuel run combined heat and power system that shows a 20.4% target reduction in carbon emissions from renewable energy sources, shall be implemented in accordance with the Energy Statement dated January 2008 and retained for so long as the development shall exist except to the extent approved in writing by the local planning authority.

REASON: To ensure consistency with London Plan policies 4A.3 and 4A.7.

22 The development hereby permitted shall not commence until details of measures to be implemented to ensure the scheme is capable of connection to a future district heating system have been submitted to, and approved in writing by, the local planning authority.

REASON: To ensure consistency with London Plan policies 4A.5 and 4A.6.

23 The development hereby permitted shall not commence beyond ground level damp proof course until details showing how the site will be externally lit at night times and during hours of darkness have been submitted to, and approved in writing by, the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: In the interests of neighbouring amenity and the character of the locality.

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24 The supermarket retail use hereby permitted as part of this planning permission shall not be subdivided to form smaller retail units and will be ineligible to sell more than 20% comparison goods as defined in PPS6 without the prior written approval of the local planning authority.

REASON: To protect the vitality and viability of the Harrow Metropolitan Centre.

25 The supermarket retail use hereby permitted shall not be open to customers outside the following times:-

a: 08.30 hours to 20:30 hours, Monday to Saturday inclusive,

b: 09.30 hours to 18.30 hours, Sundays or Bank Holidays,

The smaller retail use at ground floor level shall not be permitted to open to customers outside the following times:

a: 08:30 hours to 23:00 hours, Monday to Saturday inclusive,

b: 09.30 hours to 22:00 hours, Sundays or Bank Holidays,

without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents.

26 An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*'.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 4A.33 of the London Plan 2008 and Policy EP22 of the Harrow Unitary Development Plan 2004.

27 A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The

scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EP22 of the Harrow Unitary Development Plan 2004.

28 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EP22 of the Harrow Unitary Development Plan 2004.

29 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EP22 of the Harrow Unitary Development Plan 2004.

30 The development hereby permitted shall not commence beyond ground level damp proof course until details of under sink waste disposal units to be installed in each of the 147 units have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To reduce overall food waste from the residential element and to ensure a satisfactory form of development.

## **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.1 Increasing London's supply of housing
- 3A.2 Borough housing targets
- 3A.3 Maximising the potential of sites
- 3A.5 Housing choice
- 3A.9 Affordable housing targets
- 3A.10 Negotiating affordable housing in individual private residential and mixed-use schemes
- 3A.11 Affordable housing thresholds
- 3C.1 Integrating transport and development
- 3C.16 Road scheme proposals
- 4A.1 Tackling climate change
- 4A.2 Mitigating climate change
- 4A.7 Renewable Energy
- 4A.14 Sustainable drainage
- 4B.1 Design principles for a compact city

#### **Harrow Unitary Development Plan:**

- S1 The Form of Development and Pattern of Land Use
  - SEM2 Hierarchy of Town Centres
  - EM5 New Large-Scale Retail and Leisure Development
  - EM6 Limiting Goods Sold at Out or Edge of Centre Developments
  - EM9 Variety of Unit Sizes
  - EM10 Open Air Markets
  - EM24 Town Centre Environment
  - EP15 Water Conservation
  - EP20 Use of Previously-Developed Land
  - EP25 Noise
  - D4 Standard of Design and Layout
  - D5 New Residential Development - Amenity Space and Privacy
  - D7 Design in Retail Areas and Town Centres
  - D9 Streetside Greenness and Forecourt Greenery
  - D23 Lighting, Including Floodlighting
  - D29 Street Furniture
  - D30 Public Art and Design
  - D31 Views and Landmarks
  - T6 The Transport Impact of Development Proposals
  - T13 Parking Standards
  - H7 Dwelling Mix
  - I 5 Proposals Map and Proposal Sites Schedule
- Sustainable Design & Construction: The London Plan Supplementary Planning Guidance (May 2006)

Supplementary Planning Guidance: Providing for Children's and Young Peoples Play and Informal Recreation (March 2008)

Supplementary Planning Guidance: Designing New Development (March 2003)

Accessible Homes Supplementary Planning Document (April 2006)

Harrow Town Centre Development Strategy (July 2005)

## 2 INFORMATIVE:

The applicant's attention is drawn to the Council's policy to encourage developers to provide facilities for the separate storage and collection of different colour bottles for the purpose of recycling. The applicant should also note that such collections are carried out free of charge by the Council. Storage arrangements should be agreed with the Council's Cleansing and Transport Services Manager.

## 3 INFORMATIVE:

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

## 4 INFORMATIVE:

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)

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

## 5 INFORMATIVE:

There are public sewers crossing this site. No building works will be permitted within 3 metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Water's be required, the applicant should be advised to contact Thames Water Developer Services on 08458502777.

## 6 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

Please quote **Product code:** 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214>

Tel: 0870 1226 236      Fax: 0870 1226 237  
Textphone: 0870 1207 405  
E-mail: [communities@twoten.com](mailto:communities@twoten.com)

**7 INFORMATIVE:**

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

**8 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 (i.e. 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.)

**9 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 (i.e. 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.)

**10 INFORMATIVE:**

The planning permission hereby granted does not extend to any signage or advertisements indicated on the approved plans. The applicant is advised that advertisement consent will be required for any advertisements or signage proposed for the development.

**11 INFORMATIVE:**

Building works must be carried out in strict accordance with the London Underground Limited "Special Conditions for Outside Parties Working on or near the Railway". The applicant is advised to contact London Underground Infrastructure Protection office for more information on 02070279549 (105 Victoria Street, London

SW1E 6AD).

## 12 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) Policy Background (S1, I5)
- 2) Design and Character of Area (4B.1) (S1, D4, D5, D7, D9, D30, D31)
- 3) Retail Strategy & Town Centre Function (SEM2, EM5, EM6, EM9, EM10, EM24)
- 4) Affordable Housing, Housing Provision & Density (3A.1, 3A.2, 3A.3, 3A.5, 3A.9, 3A.10, 3A.11) (H7)
- 5) Access For All & Accessible Homes (3A.5) (D4)
- 6) Sustainability & Renewable Energy (4A.1, 4A.2, 4A.7, 4A.14) (EP15, EP20, D4)
- 7) Parking & Highway Safety (3C.1, 3C.16) (T6, T13)
- 8) Residential Amenity (EP25, D4, D5, D23)
- 9) Landscaping (D4, D5, D9)
- 10) The Public Realm (4B.1) (D4, D7, D9, D29, D30)
- 11) S17 Crime & Disorder Act (D4)
- 12) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type:	Major Developments, all other
Site Area:	0.63 ha
Habitable Rooms:	387
Density:	615 hrph 234 dph
Car Parking:	Standard: 179 maximum Justified: 75 Provided: 75
Retail Car Park:	220
Lifetime Homes:	147
Wheelchair Standards:	14
Council Interest:	None



**b) Site Description**

- Site located in prominent position on the western edge of the Harrow Metropolitan Centre in an area of mixed commercial/residential character;
- Site currently occupied by Travis Perkins and a now vacant timber yard (Lawsons);
- The site is bounded to the south by railway tracks used by the London Underground Metropolitan Line and Chiltern Mainline trains;
- To the north on the opposite side of Pinner Road is the Quality Hotel 2-3 storey buildings with habitable roof space;
- To the east is across the Pinner Road/Junction Road roundabout is the 6/7-storey high Aspect Gate building, the 9-storey high Roxborough Heights building and the 10-storey high ( to the top of the dome) Bradstowe House building currently under construction;
- To the west frontage of the site is an existing 4-storey office building at 21-27 Pinner Road and existing warehouses buildings to the rear accessed via Neptune Road.
- Site contains range of warehouse/industrial type buildings which make no positive contribution to the character of the street scene;
- Site within 430m of Harrow Bus station and Harrow on the Hill train and underground station;
- Site within 150m of Harrow Recreation Ground and 350m of town centre shopping and services.

**c) Proposal Details**

- Demolition of existing timber merchants buildings on site;
- Redevelopment to provide part 7 part 9 storey building of mixed retail/residential use;
- Construction of new Sainsbury's food store of 3458m<sup>2</sup> net at second floor level;
- A café/restaurant at ground floor level of 327m<sup>2</sup>
- 147 residential apartments in a range of studio, 1, 2, 3, 4 and 5 bedroom units positioned in 4-6 storeys above the retail;
- Of the 147 apartments proposed 43 (36% by floor area) will be 'affordable' with 31 for socio-rented accommodation and 12 for shared ownership;
- 220 car parking spaces for the retail uses and 75 car parking spaces for the residential uses located at lower ground, ground and first floor levels;
- Vehicular access to retail parking from Pinner Road;
- Vehicular access to residential and servicing from Neptune Road;
- Improvements to the Pinner Road/Neptune Road junction;
- Contributions toward public realm enhancement to the underpass and surrounding pedestrian environment;
- Secure cycle parking spaces at ground and first floor level;
- Creation of landscaped roof gardens above retail use and green roof above residential use;
- 14 units to be built to wheelchair home standards.

**d) Relevant History**

None

**e) Pre Application Discussion**

On the 7<sup>th</sup> March 2007 and 30<sup>th</sup> October 2007 pre-application proposals were presented to Council officers at the Planning Advice Meeting (PAM). Key points raised were as follows:

- Principle of proposed development considered acceptable;
- Proposal should fully address HUDP 2004 policy EM5;
- Building must fully comply with Lifetime Homes Standards and have 10% of all units to be built to Wheelchair Homes Standards;
- Proposal must address policy D31 and consider landmark of St Mary's Church, Harrow on the Hill;
- Scheme must address renewable energy and sustainable urban drainage policy requirements;
- Full independent retail study required;
- Design should include breaks and articulation between the residential and commercial uses;
- Development should include well lit active frontage;
- Proposal needs to address how all users would access the site and treatment of the underpass needs to be carefully thought out;
- Secured by Design and Safer Places Principles to be incorporated into the design;
- Long corridors with single aspect flats should be avoided;
- Plant housings and lift shafts need to be incorporated into the initial design and not left as an after thought;
- Residential element must consider the orientation, proximity to railway, amenity space for residents, awareness of adjacent uses and avoid south facing blank walls;
- Access off Neptune Road to the development should be considered;
- Green travel plan required;
- 50% affordable should be provided with dwelling mix in line with Harrow housing targets;
- Refuse/waste arrangements to comply with Harrow standards.

**f) Applicant Statement**

The applicant has submitted a considerable volume of documents detailing the proposals and explaining how the scheme has developed. Their submitted Planning Statement summarises the applicant's approach to the development:

- Site is an underused brown field site on the edge of Harrow Metropolitan Centre;
- Well located to town centre services and public transport with PTAL of 5/6;
- Site lends itself well for high density mixed use development;
- Proposal integrates mixed use development into a single built form;
- Design creates an active frontage to Pinner Road at both pedestrian and road level;
- Car parking hidden behind active frontage;
- Servicing contained to rear of site;
- Positions residential uses above the retail in a form which responds to the site context to wider townscape views and to the need to create a high quality living environment;
- Proposal includes a significant element of affordable housing;

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- Utilises all roof space for landscaping and biodiversity;
- Includes a range of sustainable measures to reduce energy use and CO2 emissions achieving a target of 20% of energy use from renewable sources;
- Includes improvement to the highway at the site access in Pinner Road and the Pinner/Neptune Road Junction;
- Proposes the transformation of the public realm around the site to enhance the appearance, safety and attractiveness of the area and to encourage linkage with the town centre;
- Design has evolved having regard to key views and landmarks and will make a beneficial contribution to the townscape;
- Detailed consideration has been given to the traffic impact of the proposal and to encouraging walking and cycling;
- The proposal will include a mix of dwelling types sizes and tenures which reflect housing needs, demographic and population structure, the nature of the development, and the characteristics of the site;
- The proposal fully accords with policy EM5 of the HUDP 2004 by directing new retail development to the edge of the Harrow town centre where there is an identified need for additional retail floorspace and where there are no sequentially preferable sites. The proposal will in accordance with the policy, make a significant contribution to the vitality and viability of Harrow town centre.

**g) Consultations:**

**Greater London Authority:** Supports proposal in principle however have number of strategic concerns namely:

- Lack of larger family size units in affordable housing mix;
- More information required on level of grant funding for affordable units;
- On site children's play space provision insufficient;
- Proposal does not fully comply with Lifetime Homes & Wheelchair Homes Standards;
- Concern with single aspect units;
- More information needed on bio fuel CHP system & further information needed on photovoltaics constraints;
- Request £250,000 contribution towards improvement of Harrow Bus Station, bus stops and stands around the site;
- Transport Assessment does not make reference to TfLs guidance on travel plans.

**Transport For London:** The proposed development is on land currently owned by Transport for London (TfL), but the sale has been agreed with the developer, Parkridge Developments, subject to planning permission being given. Therefore a conflict of interest arises, as TfL will benefit if it goes ahead. . Transport Issues are therefore covered by the GLA.

**London Underground Ltd:** No comment, London Underground are one of the applicants to the application.

**Environment Agency:** No Objection

**Thames Water Utilities:** No objection, request conditions relating to water & sewage discharges.

**CABE:** Overall rethink of the form, massing and layout required if scheme is to

successfully respond to site conditions. Unable to support application in its current form.

**Metropolitan Police:** No response

**Defence Estates:** No objection

**British Airports Authority:** No objection

**English Heritage:** No objection

**Harrow Hill Trust:** No response

**Roxborough Road Residents Association:** Object – Proposal too high and would be out of character with surrounding buildings; traffic congestion would be exacerbated; renewable energy provision inadequate for a development of this size; increased pressure on existing services and infrastructure; support proposed improvement of underpass.

**Roxborough Park Residents Association:** No response

**Elmwood Avenue Residents Association:** Object – Harrow services and infrastructure unable to cope with influx of people; character of Harrow Town Centre changing for the worse.

**Advertisement:** | Major Development | Expiry: 20-MAR-08

**Notifications:**

Sent:	Replies:	Expiry: 11-MAR-08
2474	62 (52 letters, 2 petitions)	

**Summary of Response:**

**Objections (61)** - development out of character with surrounding area, loss of sunlight on neighbouring residential buildings, overlooking and loss of privacy, increase in noise, increase in vehicular activity, increased pressure on the train station, proposal would increase traffic congestion and adversely affect highway safety, increase in crime from proposal, proposal would create a concrete jungle, excessive density, proposal is too high, increase in pressure on local schools GPs surgeries & other public services, harrow already over-crowded, proposal contrary to HUDP policies, proposal could potentially adversely affect the vitality & viability of the Harrow Town Centre, suggest condition restricting the subdivision of retail unit or type of goods sold from retail element, proposal would result in a loss of trees, proposal would exacerbate existing parking problems in the surrounding area, proposal would adversely affect the nearby conservation area, high density developments are an unhealthy living environment and are potential source of social problems, proposal would blocks views of The Hill for neighbouring residents, proposal would represent an overdevelopment of the site, supermarkets generate a lot of traffic as people need cars to transport goods away, request allocated parking space for Harrow Community Transport in part of site via s.106 mechanism, no need for another supermarket in Harrow, entrance to car park is unsafe, not enough parking for number of flats, lease for Travis Perkins use of site does not expire until 2020, site 80% utilised by Travis Perkins and not former as described in proposal.

**Support (1)** – Proposal would create jobs in the area, proposal would improve the underpass which is currently unsafe.

## **APPRAISAL**

### **1) Policy Background**

Although the development site is located on the western edge of Harrow Metropolitan Centre, it is not allocated for any specific purpose in the Harrow Unitary Development Plan 2004 (HUDP). The Harrow Town Centre Development Strategy, adopted by the Council in July 2005, does however provide a policy context for consideration of the proposal.

The five objectives of the Town Centre Development Strategy are:

1. To promote the diverse activity in the centre that meets the needs of a modern economy and contributes to the overall aims of making Harrow special and distinctive.
2. To ensure effect transport and pedestrian access to and within the centre.
3. To make the centre look and feel attractive and safe.
4. To celebrate the history, diversity and greenery of Harrow in the town centre.
5. To make the centre feel more alive with people.

A series of action to achieve each of the above objectives are identified, which include promoting residential development to increase spending power and activity, freeing up council owned sites for residential development, promoting affordable housing, encouraging people to make less car trips, and ensuring new developments achieve high quality design.

This report will go into greater detail that highlights how the proposed development is considered acceptable in principle would meet the objectives of the Town Centre Development Strategy and accords to current policy.

### **2) Design & Character of Area**

London Plan policy 4B.1 requires that development proposals achieve the highest possible intensity of use compatible within the local context, key design principles and public transport capacity. It reinforces the design led approach to development advocated in policy D4 of the HUDP, which seeks to ensure that new development is considered in the context of the site and its surroundings and encourages imaginative new buildings that can contribute positively to the local environment.

The context for the application site is one of an edge of town centre location, in an area of mixed land use character with large scale commercial uses to the east and smaller scale residential, office and industrial uses to the north and west. The Metropolitan railway separates residential development to the south and the nearest residential properties are some 50m from the application site.

The application site currently sits at a main gateway to the town centre from the west. These storage yards and unattractive buildings form a poor first impression for visitors to Harrow Town Centre. They also fail to provide any

surveillance of pedestrian routes, or frontage to surrounding streets.

The opportunity therefore exists to create a development with its own distinct character and sense of place, compatible with the different scale and character of the adjoining uses to the west, north and east. In particular, development of this prominent corner will enable the re-creation of a street frontage and revitalise the existing underpass area, improving the connection between the site and the Harrow Metropolitan Centre.

#### Height

The Townscape and Visual Analysis submitted in support of the planning application identifies 18 key viewpoints within and around the town centre where the development will be visible. It also highlights the 6 separate character areas around the site and the most sensitive viewpoints including views of St Mary's Church on Harrow on the Hill.

To the north lies the Harrow Recreation Ground, surrounded by mostly semi detached 2-storey residential properties as well as the 2-3 storey Quality Hotel. The best views to The Hill are from within the Recreation Ground, whereas elsewhere the existing urban fabric restricts/limits long distance views. Although the proposed building would be noticeably taller than the existing buildings on the northern side of Pinner Road it is considered that the development would not adversely affect the character of these properties but instead would complete the link to the town centre with a continuation of the street frontage. The development also steps down in scale on the Pinner Road frontage to reflect to smaller buildings on this corner of the site.

The proposal would be compatible with the height of the buildings to the east across Junction Road in the town centre. The height of the proposed building being 7-9 storeys in height would reflect that of the existing buildings in the town centre with Bradstowe House (10-storeys), Aspect Gate (6-7-storeys) and Roxborough Heights (9-storeys).

To the western frontage there are no sensitive views and the character is a mixture of industrial, commercial and residential buildings. The townscape is already affected by the busy Pinner Road gyratory system and associated street furniture, which has a negative visual influence on the character area and physically divides the site from the town centre. Although the proposed building would be higher than the adjacent 4-storey office block at 21-27 Pinner Road, this type of relationship is not untypical in a town centre setting and ensures a more graduated transition to the domestic residential scale of building to the west of the site.

To the south lie the residential properties on Vaughan Road. The height of the development would not affect any sensitive views to or from these properties.

The height and design of the proposal is considered to create a distinctive focal point to the western end of the Harrow Metropolitan Centre and would have a limited effect on the character and make up of the surrounding area. The stepped built form would ensure that the development sits below the ridge line

of Harrow on the Hill and would create a roof line that would not detract from views of St Mary's Church.

### Scale and Mass

The proposed building is broken down into the retail and residential elements which have been designed as a single mass to address Pinner Road with a unifying envelope that gives the residential element of the scheme a communal landscaped area above the retail element. The individual retail and residential elements are then differentiated through the application of appropriately scaled fenestration and elevation detail to the envelope.

The contrasting scale of the retail and residential elements is addressed by grouping together the individual balconies within the residential scheme elevations to form larger components that complement the scale of the retail façade. CABE have expressed their dislike with this design approach describing the development as 'fortress like'. This position is not one which either Harrow Council officers or the GLA share. It is considered that the shop front to the proposed supermarket would provide a strong vista that would respond to the scale of the road system and other large buildings around it. The horizontal emphasis of the retail shop front is offset by the vertical form of the residential element above and tower to the side. The proposed use of colours and timber would also give the building a distinctive character.

The eastern residential 'tower' block is brought down to ground level with an elevational treatment that passes over the lower floor commercial uses, creating a component that is read as a separate element from the Pinner Road block. The elevation is broken into four strips to emphasise the verticality of this element. A change in height and contrasting elevational treatment is used to differentiate between the two residential and retail elements.

Fully glazed residential circulation cores/stairwells anchor the ends of the Pinner Road elevation and provide vertical emphasis and movement to the façade. These vertical cores link the retail and residential elements to the ground plane and also provide prominence at the corners of the development giving it its own distinctive contemporary character.

### Building Layout

The site is strategically located on a prominent corner on the western edge of the town centre. It is considered that the proposed development would create a strong form which would enclose the road, provide a sense of entry to the town centre and form a strong focal point.

The proposed development would create a continuous street frontage, giving the site a sense of enclosure. Building tight against the Pinner Road boundary provides the scheme with the opportunity to create two unique architectural responses to the existing high and low level boundary conditions.

The underpass area and public realm next to the front of the site at present is not overlooked and is dominated by roads and hard surfacing. The proposed development would create increased activity and surveillance to the area with

entrances onto the street and underpass area. The introduction of a ground floor public realm responds to and enhances the existing pedestrian underpass environment while at the elevated street level the large format shop front retail window provides movement and activity to address the highly trafficked highway environment.

The northern edge of the building is sited between 10 and 12m from the edge of the elevated highway providing an area of public realm that is significantly wider than a typical street. To create a public realm that is appropriate in scale and quality to the development and its relationship with the wider urban context, the lower floors are set back a further 4m from the building line. This new urban space is framed within a colonnaded environment that provides shelter and creates a semi public environment feel away from the public footpath.

A similar contextual approach is taken with the design to the east boundary. Here the building abuts an area dominated by an elevated pedestrian/cycle ramp with associated un-usable undercroft area. The scheme responds appropriately by accommodating cycle storage and ancillary uses to address the ramp and elevating the residential elements above the highway and ramp environment.

CABE have questioned the absence of building emphasis on the western boundary given that a secondary entrance point to the development is located off Neptune Road on the south western corner. It is not considered that this design suggestion would be desirable from a residential amenity point of view. Outlook onto the western boundary is considered to be the least desirable as it looks directly out onto an industrial estate. Further this access point is mainly for the supermarket service and delivery goods vehicles and the entrance to the residential car park. The stairwell entry point would be as a fire exit only therefore the suitability of a western block on this boundary is considered inappropriate.

Schedule 3 of the HUDP 2004 and policy D31 outline specific criteria for assessing high buildings. The tallest part of the proposed development is the 10-storey private residential element adjacent to the railway line that would rise up to 33m in height. With regard to the following functional considerations the development is considered acceptable:

- Aircraft Operations – Defence Estates raise no objections to the proposal.
- Archaeology - Archaeological Desktop Survey concludes low archaeological potential for all periods. English Heritage comments support this conclusion.
- Environment Statement – See applicant's statement above and list of documents in support of application.
- Heritage – no impact as not in conservation area, nor does proposal affect setting of Listed Building(s) or historic parks and gardens.
- Telecommunications – the development is not considered to adversely affect telecom reception in the vicinity having regard to PPG8.



- Construction and Demolition – any phasing is dealt with by way of condition. Considerate Contractor Code of Practice to be adhered to.
- Energy Consumption – see relevant appraisal section of this report.
- Geology – Not applicable
- Microclimate – Wind Environment Study concludes that any anticipated unfavourable winds that affect the buildings pedestrian wind environment can be locally mitigated through soft landscaping without the need for any substantial design adjustment of the proposed buildings.
- Impact on Pedestrians - see relevant appraisal section of this report.
- Impact on Services – there is no reason to suggest that there would be an unacceptable impact on services infrastructure (telephones, water, gas, electricity, sewerage, etc.).
- Transport Impact - see relevant appraisal section of this report.
- Impact on Daylight - see relevant appraisal section of this report.
- Use of Buildings –The principle of a mixed use development on this site meets HUDP policy and accords to the Harrow Town Centre Development Strategy.

It is considered that the proposed development represents high quality design and an effective use of the site and is considered to comply with policies 4B.1 of The London Plan 2004, D4 of the HUDP 2004 and Supplementary Planning Guidance: Designing New Development (March 2003).

### **3) Retail Strategy & Town Centre Function**

As the proposal contains a large retail element, it must be scrutinised against policies EM5 and EM6 of the HUDP 2004. Policy EM5 states:

*'Proposals for new retail, leisure development and other large scale uses attracting considerable numbers of people ... should be located in metropolitan and district centres ... In considering proposals to develop edge-of-centre or out-of-centre locations, the developer must demonstrate that:*

- a) There is a need for the development and all other sequential preferable options are inappropriate; and*
- b) The vitality and viability of existing centres would not be compromised.'*

Further, policy EM6 states:

*'Where out of centre or edge of centre retail development is permitted, consideration will be given to imposing conditions to limit the types of goods sold, and/or to prevent the development from being subdivided into a number of smaller units.'*

The purpose of these policies is to ensure that the vitality and viability of the Harrow Metropolitan Centre is not adversely affected or compromised by new large scale retail development outside of the designated areas.

Following the adoption of the HUDP in 2004 the Council commissioned a borough wide retail capacity study which was completed by Donaldsons in March 2006. The study assessed the need for new retail development in Harrow, in both quantitative and qualitative terms, and examined retail

growth potential until 2016, to cover the timescale of the LDF.

The Donaldsons study identified a significant unmet need for both convenience (food) and comparison goods floorspace in the Borough, and concluded that:

- available expenditure will be sufficient within the forecasting period to 2016 to support an additional food superstore in or on the edge of Harrow town centre, together with up to two new food superstores elsewhere in the Borough.
- In future years, Harrow's market share of catchment area comparison goods expenditure will fall, if there is no substantial new comparison goods retail development in the town centre.

In support of the application, the applicant has submitted a Retail Statement, which considers the need for development, the results of a sequential assessment of alternative town centre sites, and the likely impact of the proposal on the vitality and viability of Harrow Metropolitan Centre. The report draws heavily on the Donaldsons study, particularly in terms of quantified need, but reaches a similar conclusion, indicating that there is sufficient need to justify food retailing at the level proposed. The statement also suggests that qualitative deficiencies and operator requirements point to the acceptability of additional food retailing

In principle, therefore, the first criterion of policy EM5, which requires developers to demonstrate the need for development, has been satisfied.

With respect to the sequential test, six alternative sites within the town centre boundary were assessed, in terms of their suitability, viability and availability, including Greenhill Way car park, Gayton Road library, and Gayton Road car park. All three sites are considered to have some potential for retail development. However, the Gayton Road sites have recently been given planning permission for a large scale residential development, so are not likely to be available. In any event, the Council has previously indicated that Gayton Road is not suitable for a large retail use. In respect of Greenhill Way car park, whilst it is big enough to accommodate a foodstore, the Donaldsons study considered that the site represented the best and most realistic opportunity to achieve a major expansion of comparison goods shopping, and would be better utilised for this purpose.

On this basis, none of the potential alternative sites within the town centre boundary are better sequentially placed than the application site, thereby satisfying the second policy test.

The Retail Statement finally considered the current health of Harrow Metropolitan Centre, drawing the following main conclusions:

- It has a low shop vacancy rate.
- There is a fairly strong demand from retailers, including food store operators, which is frustrated by the lack of suitable and available premises in the town centre.

- It has less comparison goods floorspace (i.e. clothing, household goods, recreational goods etc.) than 8 of the other 9 designated Metropolitan Centres in London (and less than Watford and Brent Cross); and lacks sufficient 'critical mass' of shops and stores to attract high market shares of shoppers' expenditure from a wide area.
- There are currently no proposals for major new retail development in the town centre; whereas proposals are being prepared for significant redevelopment of outdated retailing in Watford town centre, and a substantial expansion of Brent Cross.
- The existing main food stores in Harrow town centre and elsewhere in the Borough are currently trading at well above the level based on the respective company averages.

Again, these conclusions are consistent with the Donaldsons report, which indicated that Harrow Metropolitan Centre is trading reasonably well as a vital and viable town centre, and would not be compromised by the proposed development.

In accordance with policy EM5 it is considered appropriate to limit the range of goods sold for the larger retail element of the proposed development and to restrict its subdivision by way of a grampian condition to this report. This would be to preserve the diversity of existing comparison goods retail outlets and the overall retail function of the Harrow Metropolitan Town Centre.

The proposed development is therefore considered to meet a quantified need for additional shopping floorspace, pass the sequential test for edge of centre major retail development and enhance the vitality and viability of the Harrow Metropolitan Centre, and complies with policies EM5, EM6, EM9, EM10, EM24 of the HUDP 2004.

#### **4) Housing Provision & Density**

The proposal represents an additional 147 units to Harrow's housing stock, which would make a positive contribution with regards to meeting annual housing targets for the borough. This aspect of the development is therefore supported in principle.

The proposed density would be 234 dwellings per hectare and 615 habitable rooms per hectare. These density levels are in line with those recommended by policies 3A.2 and 3A.3 and table 3A.2 of the consolidated London Plan 2008.

Of the total number of units proposed 104 units (70.7% of total number of units or 63.8% of habitable floor space) would be for private accommodation and would be located in the tallest element of the development and to the rear block. Of the private units 6 would be studio apartments, 52 would be 1 bedroom units, and 46 would be 2 bedroom units.

The remaining 43 units (29% of total number of units or 36% of habitable floor space) are for affordable housing to be located in the residential block facing Pinner Road and at the lower element of the rear block.

Of this affordable allocation 31 units would be social rented and 12 units shared ownership/intermediate, in the following mix:

<b>Social Rent</b>	<b>Shared Ownership</b>
1 bed = 13%	1 bed = 33.3%
2 bed = 42%	2 bed = 66.6%
3 bed = 32%	
4 bed = 13%	(% per number of units)

The majority of social rent affordable units therefore provide larger medium size accommodation, meeting Harrow's highest priority needs.

London Plan policy 3A.9 sets a strategic target for all new build major residential developments to achieve 50% affordable housing with a 70% to 30% split between social rented and intermediate housing. Although the 50% figure has not been met with this development, other benefits of the development discussed in this report justify the lower provision of affordable units provided. With regards to the social: intermediate housing split, the proposal would provide a 70% to 30% split of habitable rooms and compliant with London Plan policy.

The Harrow Council housing enabling team have put the developers affordable housing offer through the toolkit appraisal and are satisfied that the offer is appropriate for the development. The proposal is considered to comply with policies 3A.9, 3A.10 & 3A.11 of the London Plan 2004 and H3 & H7 of the HUDP 2004.

#### **5) Access for All & Accessible Homes**

The proposed development is considered to comply with the Accessible Homes SPD (April 2006) which requires 100% of all new residential developments to be built to meet the Lifetime Homes Standards. In this case all 147 units would meet the Lifetime Homes Standards; furthermore 10% of all units would be built to meet the Wheelchair Homes Standards.

The retail uses of the scheme would aim to accommodate the needs for disabled customers through providing 20 disabled customer car parking spaces, level access to the ground floor retail unit and lift access to the supermarket.

The proposed development is considered to comply with policy 3A.5 of the consolidated London Plan 2008, policy D4 of the HUDP 2004, Accessible Homes Supplementary Planning Document (April 2006) and Access for All Supplementary Planning Documents (April 2006).

#### **6) Sustainability & Renewable Energy**

The proposed development seeks to achieve a Code Level 3 Sustainability Rating. The proposal also seeks to reduce carbon emissions by approximately 20.4% above building regulation requirements through the implementation of a range of measures such as on site renewable energy generation and energy saving design features and initiatives.

The development proposes the following measures:

- Improved exterior glazing
- Reduced building air permeability
- Building orientation that minimises solar heat gain while retaining natural lighting
- Highly insulated fabric to reduce heat transfers and loss
- Minimising light spill through energy efficient lighting
- Water saving and efficiency measures
- Community energy scheme (bio fuel boiler)
- Green & Brown roofs

Given the size, form and layout of the development it is calculated that the development when complete, would produce 904 tonnes of Carbon Dioxide per year if it used conventional forms of energy supply such as electricity and gas. With the proposed measures the final scheme would produce 588 tonnes of carbon emissions per year.

A range of energy-efficient design measures are proposed that will take the building 9% beyond Building Regulations 2006 (16% beyond the whole energy baseline). A communal heating system is proposed linking the dwellings and the supermarket a 90kW bio fuel CHP system is proposed, producing a further 20.4% reduction in emissions beyond those achieved through energy efficient-design.

The proposed reduction of carbon emissions of 20.4% from renewable energy and passive sources meets the requirements of London Plan policy 4A.7.

The Energy Statement submitted in support of the application shows that the use of a central bio fuel boiler system is seen as the most effective and efficient form of renewable energy that would achieve the greatest reduction in Carbon emissions compared with other forms of renewable energy.

Alternatives to Bio fuel boiler system have been considered such as a centralised CHP station that could be linked into the town centre and possibly serve future major developments in Harrow. The GLA have also expressed that this is a preferred approach given the nature and number of large scale developments in the Town Centre. However evidence from other sites suggest that currently such a system is not financially viable and there is a degree of uncertainty with the scale and nature of any future developments in the town centre. The applicant has however agreed to the principle to the sites bio fuel CHP system being connected to a centralised CHP station in the future. Therefore a condition is attached to this report requiring the pipe work and infrastructure to be put in place for the possible future connection of the site to a centralised CHP station.

Biomass heating has been investigated, however is not considered suitable for this site as it would only provide 9% carbon savings.

Solar powered boiler and photovoltaics are an expensive option; however

require little long-term maintenance. The applicant has demonstrated that due to physical constraints of the development site the level of savings from solar power is approximately 5% carbon emissions savings, well off the 20% requirement.

Closed loop and Open loop boreholes were also investigated as a source of renewable energy supply for the proposed development. Given the physical constraints of the site the open loop form would not provide sufficient form of energy supply to the development. Closed loop boreholes were an expensive option and would only result in 8.4% of carbon emission savings.

Wind turbines both stand-alone and roof mounted have also been investigated and although the wind test has shown that the area is suitable for this type of renewable energy technology, the actual carbon emissions savings are very low at 2%.

Natural cooling of the development is important consideration given the increasingly hot temperatures in the summer months and the use of balconies and overhangs is one design feature of cooling units, particularly on south facing units. Passive design, which includes the orientation of the building, external solar shading, deep window reveals and high performance window and glass is proposed to minimise heat loss, minimise solar heat gain and maximise daylight.

Green roofs are proposed on the roofs of the residential element (with the exception of the tower block) to increase biodiversity and help attenuate rainwater runoff. This aspect of the development is supported in principle. The proposal will provide green walls and two sedium 'green' roofs, which will be two different pre-sown sedium blankets. These will be managed to minimise rainwater/surface run-off. The proposal will also provide a brown roof that will be left to colonise naturally.

The applicants have provided a water resources assessment, which states that the use of low flow taps, dual flush toilets and low flow showers will result in an estimated potable water usage of 102 litres per person per day. It goes on to say that this could be further reduced to 80 litres per person per day by specifying and installing lower flow showers, washing machines and dishwashers. The assessment also states that storage tanks of 2,440 litres will be provided in order to collect rainwater and supplement external potable water use.

The site is in an air quality management area and the applicants have provided an air quality assessment to determine the potential air quality impacts from the traffic flow on the A404 and the combined heat and power system. The assessment concludes that concentrations of nitrogen oxide are not expected to increase significantly as a result of the proposed development; the modelled concentration levels will fall within the objectives levels of the national air quality strategy; and the impacts on local air pollution will be negligible.

Refuse storage arrangements would comply with Harrow Council's code of practice refuse storage and collection. 21x1100 litre general waste bins and 21x1280 litre recycling bins are proposed for the residential element located in three separate internal storage areas. Additional bins on the southern boundary are proposed however these are to be used by the management company only and not accessible by residents. The layout of the development and positioning of the bin stores would allow for easy collecting for refuse vehicles. It is considered appropriate to require the installation of under sink waste disposal units to all of the 147 units as this can reduce the amount of food waste by around 20% per unit.

The proposed development would achieve high levels of renewable energy measures and effectively reduce carbon emissions and is therefore considered to comply with policies 4A.1, 4A.2, 4A.7, 4A.14 of The London Plan 2004 and EP15, EP20, D4 of the Harrow Unitary Development Plan 2004 and Supplementary Planning Guidance: Sustainable Design and Construction.

## **7) Parking & Highway Safety**

Parking provision is split between 220 retail car parking spaces and 75 residents car parking spaces which is within the maximum parking standards set out in the London Plan. Of the retail car parking spaces, 9 are allocated for parent and child and 20 for people with disabilities, which is to be welcomed. Parking will be provided over two levels – ground and first floor. 5 disabled spaces are also allocated within the residential element

The 75 residential spaces equate to a rate of provision of approximately 0.52 spaces per apartment. This level of provision is considered to be appropriate given the sites central location and the high accessibility to public transport. This level of provision is also in line with current national and regional policy that encourages the use of parking restraint to discourage car usage and encouraging people to make less car trips.

The area around the development site is a controlled parking zone and, as a result, the proposed development should not have an adverse impact on parking within adjoining roads. However, to ensure no additional pressure is placed on on-street parking future residents will be ineligible to apply for residents parking permits.

The Transport Assessments submitted by the applicant outlines various ways in which the proposal aims to minimise the number of vehicular movements to and from the site. These include limiting the number of private car parking spaces to the development, and providing substantial cycle storage facilities encouraging this mode of transport. Given the sites proximity to town centre facilities and good public transport links the proposed development is considered to comply with Harrow transport policies and objectives.

It is anticipated that there will be approximately 500 (total in and out) additional vehicular trips generated during the weekday evening peak period and Saturday peak period. These movements are predicted to be distributed

equally in both easterly and westerly directions thereby lessening the impact on the Roxborough bridge roundabout which does exhibit queuing during Saturday peak afternoon periods. The projected traffic generation analysis indicates that evening peak weekday movements can be accommodated within the existing road network without significantly affecting the available road capacity. However during the Saturday early afternoon peak period road capacity would be affected therefore it is proposed to make some minor alterations to the Roxborough bridge roundabout to allow for increased lane width on the eastbound approach. This will increase capacity and significantly reduce impact of the predicted development traffic during this 'worse case' scenario and all other periods of the week. The proposal is not expected to have a detrimental cumulative impact on the road network when combined with future major town centre redevelopments.

To further mitigate against adverse affects on the highway network vehicular access to and from the site will be via a 'left turn in and left turn out only ' from Pinner Road. This will address the associated accident risks of right turning vehicles emerging from the site onto Pinner Road.

To remove the potential for vehicles wishing to travel eastwards (i.e. towards the Roxborough Bridge roundabout ) undertaking U turn movements in Pinner Road there will be a new roundabout provision at the Neptune Road / Pinner Road junction to safely facilitate such manoeuvres.

Store servicing will be via Neptune Road only avoiding the proposed Pinner Road access. There will be an increase in pedestrian movement to and from the foodstore from both the west and east i.e. County Roads area and Harrow Town Centre respectively as a result the Roxborough Bridge underpass will be subject to Public Realm enhancements to enhance the connectivity between the site and the Town centre.

Given the site's proximity to the town centre, and in particular the St. Anne's and St George's shopping centres, it is likely that the majority of the pedestrian activity to and from the site will be via the underpass at Junction Road. The transport assessment notes that pedestrian and cycle linkages with the surrounding area will be promoted and improved. This will be secured by way of a S.106 contribution.

The development proposes 244 bicycle parking lockers at ground floor and first floor level and an additional 33 external bicycle spaces, well above policy requirements.

Currently design work for a reconfigured town centre bus station and improvements to the bus network are being progressed. This work is being undertaken in order to meet TfL and Harrow Council's requirements for enhancing bus capacity and safety in the borough. The Neptune Point development will result in an increase footfall through the bus station due largely to the proposed supermarket. As a result a contribution of £250,000 will be required to pool together with other developments that are within 400 metres of the bus station to contribution towards bus network, bus station and



bus stops and stands in order to mitigate the cumulative impacts of developments in the area

The proposed development is considered to comply with policies T6 and T13 of the HUDP 2004.

**8) Residential Amenity**

The character at this end of Pinner Road would go from one dominated by employment uses to a large scale high density mixed-use development. It is considered that residential amenity would not be adversely affected as a result of the proposed development.

Outlook for some neighbouring residents would change as a result of a large-scale development of this nature. The existing site does not contain any specific visual quality or architectural significance.

However there are views of St Mary's Church on Harrow on the Hill for some surrounding residents, however very few properties if any have uninterrupted views of the Hill from key habitable room windows. The design of the development attempts enhance the quality of the surrounding environment through improvements to the public realm and completing the Pinner Road frontage on this side of Pinner Road with modern high quality building. It is considered that with the exception of some loss of views to Harrow on The Hill the overall outlook for surrounding properties will be improved as a result of the proposed development.

Outlook for future residents is considered to be acceptable. Although there are a large number of single aspect units, none of these would be north facing.

Privacy & overlooking are not considered to be issues with the proposed development. Given the sites location and circumstances there are no obvious sensitive boundaries. On the southern boundary the development is separated some 50m away from residential properties on Vaughan Road separated by the railway tracks which act as a physical barrier. The distance between the hotel and the proposed development on the northern boundary is over 30m and separated by Pinner Road. The western boundary faces an industrial area and the eastern boundary faces the existing tall buildings in the Harrow Metropolitan Centre.

The applicant has demonstrated through a daylight and sunlight report that the proposed development would not result in an adverse effect on neighbouring properties whereby the level of sunlight & daylight would be below minimum British Research Establishment (BRE) Standards.

Noise disturbance and associate activity is not considered to be an issue with the proposal. The applicant has submitted a noise report in support of the application that demonstrates that the amenity of neighbouring residents and future occupants meet British Standards. A condition is attached to ensure full compliance with sound insulation measures.

Amenity space provision for future occupants and children's play space provision is discussed in more detail in the following section of this report.

Overall the proposed development is considered to comply with policies D4, D5, D21 and EP25 of the HUDP 2004 and SPG: Designing New Development (March 2003).

## **9) Landscaping**

The proposed landscaping of the development site is split between two main communal garden areas at 3<sup>rd</sup> floor level. The total onsite landscaped/amenity provision would be 2,810 m<sup>2</sup> (approx) which includes private gardens and balconies. This does not include green roofs to the top of the residential element. On closer breakdown the amenity space provision works out to be approximately 19.1 square metres per unit which is considered satisfactory for a high density development of this nature in this locality.

Children's play space provision is to be located in the western communal garden area. This area would include grass mounds, informal play features, sand play areas and seating and is designed to accommodate children of all ages. It is estimated that the child population of the development would be 68, therefore the total children's play space provision should be at least 680m<sup>2</sup> if it is to comply with London Plan Supplementary Planning Guidance on 'Providing for children and young peoples play and informal recreation provision.' The total usable children's landscaped area for the development would be approximately 600m<sup>2</sup>. This allocation is slightly below the minimum requirements set out in the GLA Draft SPG however the site is within 150m walking distance to the Harrow Recreation Ground and 670m to The Grove Open Space and Lowlands Recreation Ground. It is therefore considered acceptable to request a planning contribution toward the provision of off site children's play facilities at the Harrow Recreation Ground.

The provision of two roof level landscaped courtyard spaces allows residential amenity to all homes to be improved by ensuring separation from adjoining land uses that generate noise pollution. The individual spaces exceed the dimensions of typical residential courtyards, which would often be limited to 20m in width. Each courtyard opens out to a dimension in excess of 50m and is over 30m in depth and is therefore considered to create successful spaces that are useable in their own rights. As a result of the disposition of the residential blocks, both courtyards have south and south-westerly aspects to maximise daylight penetration.

The creation of these two roof level spaces provides gardens with individual characters that take advantage of the differing environmental constraints and opportunities. Maintenance & management of the site landscaping will be outlined through the S.106 Agreement.

There will be loss of a small number of existing trees to the front of the site facing the underpass as a result of the development. None of these trees are considered significant in terms of their ecological value or contribution to the character of the area. Be that as it may the loss of trees can be mitigated

through new planting on and around the site and as such the relevant landscaping conditions have been attached to this report.

Overall the proposal is considered to comply with policies D4, D5, and D9 of the HUDP 2004.

#### **10) The Public Realm**

A key element of the proposed development is that it is proposed to improve the existing pedestrian and cycle under pass to the front of the site. This underpass area is currently under used, unsafe and in need of regeneration. The proposed development proposes to make significant improvements to this area, which will be re-landscaped and re-lit, to ensure that the underpass becomes a key pedestrian connection to the town centre and

As well as the re-landscaping, the supermarket, and retail unit at ground floor level would become a destination in themselves, ensuring activity in this space, and the store front has been designed to give it a high degree of visibility from the town centre. At present the sheds that occupy the site generate very little reason to move through the space, which - whilst relatively well maintained - has little pedestrian activity.

The improvement of the underpass and the public realm in general around the site shall be secured by way of a financial contribution through the s.106 mechanism. The proposal is therefore considered to comply with policy 4B.1 of the London Plan and policies D4, D7, D9, D29, D30 of the HUDP 2004.

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

The proposed development incorporates the key principles of Safer Places and Secured by Design.

The proposed development offers good natural surveillance throughout the site especially to the front of the site and underpass area where there is currently poor natural surveillance. The provision of a retail use at ground floor level facing the underpass would provide natural surveillance during business hours and the pedestrian activity through this area created from the development would result in a significant increase in pedestrian activity and give this area a sense of place which it currently lacks.

The development proposes a variety of different measures with regards to boundary treatment that will ensure the site is safe and secure. The key boundary treatment is at ground floor level. To the south eastern corner of the development facing the existing cycle ramp to the underpass area, it is proposed to erect security fencing, restricting access to the side and rear of the site, providing security to a long section of bike lockers. To the rear of the site accessed from Neptune Road the same security fence is proposed and similarly to the front corner boundary with 21-27 Pinner Road. The car park entrance points would restrict access via security gates.

To ensure that the Council is fully satisfied with the finer details of the proposed boundary treatment, further information is to be submitted by way of a pre-

commencement condition attached to this report. Furthermore, to ensure that the development fully adheres to Secured by Design the relevant conditions have been attached to this report. The proposal is considered to comply with policy 4B.1 of the London Plan and policy D4 of the HUDP 2004.

**12) Consultation Responses:**

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

- Proposal would adversely affect the nearby conservation area – Given the location of the site it is considered that the proposal would not adversely affect Roxborough Park & The Grove Conservation Area over 250m away.
- No provision for parking of Harrow Community Transport Vehicles – there is no parking provision directly outside of the site for any parking as it is. There is no statutory requirement for the LPA to force the developer to provide parking within the site for this type of parking. Further, the Council would be acting outside of circular 05/05 to require such provision. High density developments are an unhealthy living environment and are potential source of social problems – there is no compelling evidence provided to suggest this could be considered as a material planning consideration.
- Lease does not expire until 2020 – this is not a material planning consideration.

**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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**Item: 1/04**  
**CANONS HIGH SCHOOL, SHALDON P/0716/08/CFU/AF**  
**ROAD, EDGWARE, HA8 6AL**

Ward QUEENSBURY

REDEVELOPMENT TO PROVIDE NEW THREE-STOREY POST-16 CENTRE INCLUDING CLASSROOMS, SCIENCE FACILITIES AND STUDY AREAS

**Applicant:** Harrow Council  
**Agent:** MHK Fairbairn Chartered Architects  
**Statutory Expiry Date:** 09-JUL-08

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## RECOMMENDATION

Plan Nos: 2531-109A, 2531-110A, 2531-111A, Elevations Plan, Sketch Plan Rev.A, 3D Image, 200 Plan, 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 Prior to occupation of the development hereby permitted, 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 installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <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'.

Following implementation the works 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 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

Item 1/04: P/0716/08/CFU continued....

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.

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 occupied 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 occupied 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 to achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation 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 retained 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.3 Sustainable design and construction
- 4A.4 Energy assessment
- 4A.7 Renewable Energy
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment

Harrow Unitary Development Plan:

- C7 New Education Facilities
- C16 Access to Buildings and Public Spaces
- D4 Standard of Design and Layout
- D25 Shopfronts and Advertisements
- 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:

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.3, 4A.4, 4A.7, 4B.1) (C7, D4)
- 2)** Residential Amenity (EP25)
- 3)** Access for All (4B.5) (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



Item 1/04: P/0716/08/CFU continued....

Site Area:	4.44 hectares
Proposed Floor Area:	1429m <sup>2</sup>
Car Parking:	5 additional spaces (incl. 1 disabled space) provided adjacent to new building.
Council Interest:	Council owns site

**b) Site Description**

- The Site is surrounded by houses on all sides.
- The school is made up of a number of buildings 1-3 stories in height, located predominantly to the northeast of the site. Two theatre buildings are located to the south of the site. Tennis courts are located to the south and east, and a playing field covers the western half of the site.
- Proposed sixth form centre to be located on site of part of existing science block, between science annex and remainder of science block.
- The access to the site is from Shaldon Road and the car parking is to the west of the site.

**c) Proposal Details**

- Three-storey building to provide Post-16 education and new science facilities on the site, adjacent to existing science buildings.
- Part of existing science building to be demolished.
- New building to link through to existing buildings.
- New access road provided past building and 'piazza' area to front.

**d) Relevant History**

Numerous school-related applications.

**e) Pre Application Discussion**

Applicant summarised the proposals:

- Ordnance survey map presented showing the site fully enclosed with access road, surrounded by 2 storey dwelling houses which were typical inter-war suburban in nature.
- School comprises science block, music block, covered walkway and general mix of buildings.
- Birdseye view of map as one approaches school from the road to the left footpath to main entrance to school - this entrance needs to be addressed as a focal issue.
- The 2-storey wing with the water tower is to remain along with the single storey block and T shaped wing.
- Existing layout – stair element to remain, single-storey music block and science block to be removed.
- Existing elevations / flat roof – of no architectural merit.
- Piazza – re-aligned roadway with new drainage, feature lighting and new pathway.
- Applicant identified the future upgrading of the school administration / reception area - non-descript entrance needs better presence, including e.g. landscaping, gateway.
- Proposed circular front entrance would be replicated on other side to look like a gated entrance, staircases would also be incorporated.

Item 1/04: P/0716/08/CFU continued....

- Finish would be a smooth render blending in with existing.
- Ground floor – Sixth form study and learning resource area; meeting room; office; store, lift.
- First floor – Science area; business studies, seminar rooms.
- Second floor – ICT area; D&T engineering base, CAD / CAM suite.
- New science block will link to existing.
- Combining the above in one building would be more cost effective with less student movement across site.
- Roof massing to be slightly inset and glazed to provide solar shade and stop glare.
- Curved roof with an element of colour with curved glazing around the entrance.

Officer Comments:

- Proposals were generally well received and there was no objection in principle to the 3-storey development.
- In terms of siting there are no issues as the science blocks form a screen to sensitive residential boundaries.
- No issues were raised in relation to bulk / massing / colour scheme and there would be no unreasonable amenity impact from the top floor windows as by way of design the windows only overlooked the roofs of the science block.
- Officers advised that they want to see a modern, sustainable building with render blending in with existing.
- Whilst Officers did not object to the introduction of a modern, sustainable building into this part of the school they did discuss the benefits of a more comprehensive approach to the elevational treatment of the remaining science buildings.
- The curved ground floor entrance (lobby area) has no natural surveillance into what is basically a dead area (4m wide corridor – exhibition space) – Applicant was advised to install internal windows or glazed walls in the entrance lobby and possibly consider a rearrangement of the rooms to address these issues.
- The 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.
- The applicant should also address in their Design and Access statement safe evacuation for all students - the school must have plans to get students / teachers safety out of building e.g. chair lifts / sledges.
- Sustainability issues – use of light tubes to reflect light and use as natural ventilation - Sixth form study and meeting room should use specialist glass for glazed screening.
- Science entrance – from being relatively open has now become enclosed with proposed canopy over area - pinch point / security issues were raised and it was felt it would be advisable to use a conservatory type treatment.
- Roof treatment – does not pick up any theme from surrounding properties be consistent on any new treatment.
- Applicant was advised that the existing Travel Plan would need to reflect the intensity of use and the modes of travel to the school. Applicant stated that

this has already been carried out with post 16 issues and another element proposed. Applicant explained the other element was for extra funding for vocational college facilities which could lead to an increase of pupils by up to 87 plus an extra 4 teaching staff.

- Applicant confirmed there was cycle provision for students and staff and that you had currently worked on cycle routes. Officers advised to set out these details in your Travel Plan and other means of getting to the school following its development over the next five years and demonstrate how large the school could potentially be.
- Applicant informed that there would be a loss of 9 car parking spaces but some spaces were to be provided. Applicant was advised to take on board the loss of a disabled parking space.

**f) Applicant Statement**

- Post 16 extension is an integral part of the overall development works for the school for the foreseeable future.
- Borough requires secondary schools to provide Post 16 education on their sites.
- New building to replace part of existing aging science block at a strategic location.
- Single-storey science building to north to be retained, but single-storey block annexed to science block to be demolished.
- Music room and adjacent building to be demolished, with facilities replaced within the existing school buildings.
- New building will be hidden from view by residences on Dale Avenue, and the existing two-storey science building.
- Building designed to replace part of the existing two-storey science building and provide access to parts of the building that would be retained.
- Access directly from the main access, maintaining the existing parking pattern on the site, with replacement parking provided to the rear of the new building.
- New piazza area and landscaped access will maintain the existing circulation pattern for the school.
- Design meets requirements for new building to link in with existing buildings.
- Design of existing yellow stock bricks and contrasting glazing provides a unique identity and character to the new building, while reflecting the older buildings.
- Development to be fully accessible

**g) Consultations:**

**Advertisement:** | Major Development | Expiry Date: 29-MAY-08

**Notifications:**

Sent: 58                      Replies: 0                      Expiry Date: 20-MAY-08

**Summary of Response:**

N/A

## **APPRAISAL**

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

The proposed sixth form centre represents a contemporary addition to the existing non-descript school buildings. The sixth form centre is a three-storey structure with a curved roof, with a yellow stock brick façade with projecting box windows. In terms of design, the proposal is considered to make a positive contribution to the character and appearance of the school. The roof of the sixth form centre will be curved and in covered with 'standing seam' steel.

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 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. 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 buildings. A lift is proposed to give access between the floors in the new building. These 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 sixth form accommodation, pupil and staff numbers will increase. As such, there is likely to be additional traffic movements to and from the school.

The school has an existing Travel Plan, but this will need to be revised with an increase in pupil or staff numbers. 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 development 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:

- 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.

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**HATCH END HIGH SCHOOL,**  
**HEADSTONE LANE, HARROW, HA3 6NR**

**Item: 1/05**  
**P/1305/08/CFU/AF**  
Ward HATCH END

CONSTRUCTION OF A TWO-STOREY SIXTH FORM CENTRE TO PROVIDE CLASSROOMS, I.T. UNITS, AND A DINING/SOCIAL AREA, AND AN EXTENSION TO THE GREAT HALL TO PROVIDE ADDITIONAL DANCE/DRAMA FACILITIES

**Applicant:** Harrow Council  
**Agent:** Aedas Architects  
**Statutory Expiry Date:** 01-JUL-08

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## RECOMMENDATION

Plan Nos: 001, 02, 04, SU(0)001A, L(0)100H, L(0)101B, L(0)102A, L(0)103A, L(0)104B, L(0)200C, L(0)201B, L(0)202C, Design & Access Statement.

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

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

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

2 Prior to occupation of the development hereby permitted, 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 installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <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'.

Following implementation the works 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 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.

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

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

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

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

(iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;

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

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

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

6 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.

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

REASON: To ensure that adequate drainage facilities are provided.

Item 1/05: P/1305/08/CFU continued....

8 The development of any buildings hereby permitted shall not be occupied 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.

9 The development of any buildings hereby permitted shall not be occupied 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.

10 The development hereby permitted shall not commence until details of a scheme to achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation 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 retained 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.

11 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.3 Sustainable design and construction
- 4A.4 Energy assessment
- 4A.7 Renewable Energy
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment

Harrow Unitary Development Plan:

- C7 New Education Facilities
- C16 Access to Buildings and Public Spaces
- D4 Standard of Design and Layout
- D25 Shopfronts and Advertisements
- 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:

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.3, 4A.4, 4A.7, 4B.1) (C7, D4)
- 2) Residential Amenity (EP25)
- 3) Access for All (4B.5) (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:	5.02 hectares
Proposed Floor space	1650m <sup>2</sup>
Car Parking:	No proposed change
Council Interest:	Council owns site

### **b) Site Description**

- The Site is surrounded by houses on three sides, with Tillotson Road to the north, Courtenay Avenue to the east, and Headstone Lane to the west. Shaftesbury School is located to the south of the site.
- The school is made up of a number of buildings 1-3 stories in height, located around the north, east and west of the site. Two theatre buildings are located to the south of the site. Tennis courts, approximately 10 years old, are located in the centre of the site.
- Proposed sixth form centre to be located between swimming pool and changing facilities. Great Hall extension to east of Great Hall, south of round theatre.
- The access to the site is from Headstone Lane and the car parking is to the west of the site.

### **c) Proposal Details**

- Two-storey building to provide Post-16 education on the site, between existing swimming pool and changing facilities.
- Single-storey extension to south and east of Great Hall to provide additional dance/drama facilities and additional bathroom facilities.

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

Following the previous decision (P/0357/08/CFU) the following amendments have been made:

- Additional 102.4m<sup>2</sup> of floorspace added to the south of the extension to the Great Hall.

**d) Relevant History**

WEST/1234/02	Construction of a linked building to provide theatre workshop	GRANT 13-FEB-03
P/2526/04/CFU	Detached building to provide day nursery for children from 3 months to 5 years old (revised)	GRANT 11-NOV-04
P/1004/06/DFU	Two temporary classrooms for two years	GRANT 31-JUL-06
P/3414/06/DFU	Three temporary classrooms for two years	GRANT 30-MAR-07
P/0357/08/CFU	Construction of a two-storey sixth form centre, and an extension to the great hall to provide additional dance/drama facilities.	WITHDRAWN 01-APR-08

**e) Pre Application Discussion**

- Currently there are 2 x theatres dating from the 1950's and tennis courts, which are approximately 10 years old. The school buildings are sited around the tennis courts.
- Proposal for extension to Great Hall and Post 16 sixth form centre. Recently, due to budget constraints the proposed extension to the Great Hall has been reduced.
- Proposed dance and drama rooms with associated toilets would be used to rent out to the local community.
- Plans presented show a ground floor of 650m<sup>2</sup> to the rear of site, building up to boundary with 3 IT rooms, Head of Year office, dining area leading to terrace, careers room and library set around atrium space as a social area; and a first floor with 8 x classrooms of various sizes (can combine 4 classrooms for exams). All for sixth form use.
- Walls rendered, composite timber windows, ground floor ventilation through vertical stacks, 1.5m high balustrade around light well has been moved to the side to improve space. Structured glass may be used, still exploring options bearing in mind health and safety issues. Materials / cladding still to be agreed.
- Dance/drama studio with toilets has 3 steps to foyer. Floor to be raised to equate ground levels.
- Main entrance (to Great Hall) has tree in middle of area. Arboriculturists advised counter level over roots of tree for protection. Applicant advised turning dance studio around to address this issue. Applicant stated that entrance would be tucked away rather than fronting onto street scene. Flat roof as this will not affect the tree.
- All agreed that dramatic 2-storey element (Great Hall) with proposed extension should be kept at 1 storey.
- Glazing should be tied in with walkway for natural security / surveillance.
- Council stated no issues with the proposed development of the sixth form centre as it leaves the Great Hall distinctive in its own right. Visually, extensions should be as diminutive as possible.
- Proposed buildings should not create dark or dangerous places. Concerns with the entrance recess that was under a canopy were raised. Applicant stated glazing incorporated for the proposal would address surveillance

problems and that the existing garden wall would have wire on top.

- Applicant stated school was compliant with current guidelines for wheelchair users.
- 10% renewable energy should be considered. Council asked why applicant had not considered wind catchers and applicant said that basically are in their view they are not that efficient. Green roofs were not considered cost effective. With the proposed east / west orientation passive solar design should also be considered.
- Existing parking provision (approx. 38) is fully occupied during school period.
- Extra 137 students, less than 5 members of staff anticipated for sixth form centre.
- The dance/drama element will not create additional staff.
- Access and security issues for the commercial use of the dance/drama element need to be addressed for out of hours and weekend use.

**f) Applicant Statement**

- Design & Access Statement explains the application is for the construction of a new sixth form centre and a dance/drama extension to the Great Hall.
- Sixth form centre being constructed under the Government's Learning Skills Council, and will deliver a flagship Sixth Form providing a high quality, stimulating Environment.
- Great Hall extension reinforces the school's vocational specialisation as an Arts College, and provides the ability to commercially let the space for community use.
- Design provides a functional and adaptable environment, a contemporary response to the site, high quality landscaping, IT integration, and sustainable solutions to energy requirements.
- New buildings fully accessible.

**g) Consultations:**

**Environment Agency:** No Objection, but would like sustainable drainage to be considered in the scheme.

**Advertisement:** | Major Development | Expiry: 08-MAY-08

**Notifications:**

Sent: 50                      Replies: 0                      Expiry: 30-APR-08

**Summary of Response:**

N/A

**APPRAISAL**

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

The proposed sixth form centre represents a contemporary addition to the existing non-descript school buildings, while the extension to the Great Hall is a small-scale, sympathetic addition to the prominent building. The sixth form centre is a two-storey structure with a pitched and flat roof, with a glazed and coloured-panel façade, and the extension to the Great Hall is a single-storey

flat-roofed building with a coloured-render façade. In terms of design, the proposal is considered to make a positive contribution to the character and appearance of the school. The flat and shallow-pitched roof of the sixth form centre will be in zinc and could be used to site solar 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).

This scheme, in conjunction with future proposals, will allow for the provision of permanent, better quality facilities. Future proposals for the school may include a vocational building for Year 7.

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 south of the site adjacent to the neighbouring school, with no residential properties adjacent to the location of the proposed developments. The use of the theatre facilities out of hours is also unlikely to have an impact on residential neighbours for the same reason. 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 buildings. A lift is proposed to give access between the floors in the new building. These 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 sixth form accommodation, pupil and staff numbers will increase (there is no proposed increase as a result of the extension to the Great Hall). As such, there is likely to be additional traffic movements to and from the school.

The school has an existing Travel Plan, but this will need to be revised with an increase in pupil or staff numbers. 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 development 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:

- None

**CONCLUSION**

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

## SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

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**Item: 2/01**  
**FORMER GOVERNMENT OFFICES SITE, P/0191/08/DDP/DC3**  
**HONEYPOT LANE, STANMORE HA7 1BB**  
Ward      CANONS

DETAILS OF REFUSE ARRANGEMENTS REQUIRED BY CONDITION 20 OF  
PLANNING PERMISSION REFERENCE: P/2317/06/CFU ALLOWED ON APPEAL  
12 NOVEMBER 2007

**Applicant:** Berkeley Urban Renaissance Ltd  
**Agent:** Turley Associates  
**Statutory Expiry Date:** 11-MAR-08

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### RECOMMENDATION

Plan Nos: Refuse Strategy Rev D (1.5.08), 02(21)402 Rev. T2

**APPROVE the details** as described in the application

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### INFORMATION

This application was deferred from the Development Management committee on 7 May to await further details.

#### a) Summary

Statutory Return Type: Minor Development  
Site Area: 6.2 ha  
Habitable Rooms: 2325  
Density: 128 hrph, 381dph  
Car Parking: Standard: 1135 (maximum)  
Justified: 740  
Provided: 740 (65%)  
Council Interest: None

#### b) Site Description

- Irregular shaped site previously used as government offices. 6190 sqm of empty offices remain, rest of site is vacant. Main access was from Honeypot Lane and secondary access on foot was to Whitchurch Lane, emerging opposite to Canons Park station
- Northern boundary of site abuts end of rear gardens of houses on the south side of Whitchurch Lane. An LUL sub station and the railway embankment form eastern boundary
- To the south is the Parr Road Employment Area and then to the west Honeypot Lane and common land through which flows Edgware Brook. Beyond the brook are two modest housing areas, Bramble Close and Amber House
- Part of the site lies within the Environment Agency's designated floodplain for the Edgware Brook

#### c) Proposal Details

- Approval of refuse storage and disposal details required by condition 20

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- to planning permission P/2317/06/CFU
- Condition 20 states: 'Development shall not proceed beyond ground floor damp proof course level until a scheme for the storage, collection and disposal of refuse and waste and vehicular access thereto has been submitted to and approved in writing by the local planning authority. No building shall be occupied until works have been carried out in accordance with the approved details.'
- Drawings of the enclosed store item to be made of brick with doors, standing 1.2m high which is 150mm (6 inches) higher than the bins

**d) Relevant History**

P/2245/07/COU	New pedestrian access route and associated landscape works (as part of the comprehensive development of the former government office and DVLA site)	REFUSE 04-MAY-07
P/2315/07/CFU	Redevelopment to provide 798 residential units (including 40% affordable housing) 959 sq m class A1/A2/A3/A4/A5/D1 & D2 floorspace; 7927 sq m of B1(a),(b),(c) floorspace including a business incubator centre; creation of a new access onto Whitchurch Lane; associated flood alleviation, landscaping, car parking and highway works - revisions to application.	REFUSE 04-MAY-07
P/2246/07/COU	New pedestrian access route and associated landscape works (as part of the comprehensive development of the former government office and DVLA site)	REFUSE 10-JAN-07 APPEAL ALLOWED 12-NOV-07
P/2317/07/CFU	Redevelopment to provide 798 residential units (including 40% affordable housing) 959 sq m class A1/A2/A3/A4/A5/D1 & D2 floorspace; 7927 sq m of B1(a),(b),(c) floorspace including a business incubator centre; creation of a new access onto Whitchurch Lane; associated flood alleviation, landscaping, car parking and highway works	REFUSE 10-JAN-07 ALLOWED ON APPEAL 12-NOV-07

**e) Pre Application Discussion**

N/A

**f) Applicant Statement**

N/A



**g) Consultations:**

N/A

**Notifications:**

N/A

**APPRAISAL**

- 1) The proposed details show how refuse storage and collection will be collected through phases 1 & 2 of the development as approved in accordance with approved Condition 22 (phasing). The proposed details submitted in accordance to this condition are considered acceptable by Harrow Council Waste Management Policy Officer.
  
- 2) **S17 Crime & Disorder Act**  
The proposed details of refuse disposal & storage does not affect the security of the site.
  
- 3) **Consultation Responses:**  
Apart from the points raised in the above sections, other issues raised are:
  - None

**CONCLUSION**

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

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Item: 2/02

**PARKVILLE HOUSE, RED LION P/0279/08/CVA/MRE  
PARADE, BRIDGE STREET, PINNER**

Ward PINNER

VARIATION OF CONDITIONS 2, 3, 5 AND 6 OF PERMISSION P/993/04/CFU TO ALLOW SUBMISSION OF DETAILS BEFORE THE DEVELOPMENT IS OCCUPIED

**Applicant:** Auger Investments  
**Agent:** Sanderson Associates  
**Statutory Expiry Date:** 28-APR-08

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## **RECOMMENDATION**

**GRANT** variation of conditions 2, 3, 5 and 6 described in the application subject to the following condition(s)

1 The development hereby permitted shall not be occupied until details indicating adequate access to, and egress from, the building(s) have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that the development will be accessible to people with disabilities.

2 The development hereby permitted shall not be occupied 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.

3 Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority prior to occupation of the development.

REASON: To prevent the increased risk of flooding and to improve water quality.

4 Flood risk warning signs which are both clear and prominent shall be erected to warn residents and car park users of the risk of flooding that will exist in the car park and at the bottom of the new staircase, prior to occupation of the development, and shall be maintained as such thereafter.

REASON: To warn residents that the bottom of the new staircase could be flooded and to warn users of the car park that vehicles are at risk of damage from the depth of flooding which may affect the car park.

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

- 1) Variation of Conditions
- 2) S17 Crime & Disorder Act (D4)
- 3) Consultation Responses

## **INFORMATION**

### **a) Summary**

Statutory Return Type: Minor Development, all other  
Council Interest: None

### **b) Site Description**

- Three-storey building at the junction of Bridge Street and Love Lane
- Building works in relation to planning permission Ref: P/993/04/CFU for 21 flats have commenced on site

### **c) Proposal Details**

- Variation of conditions 2, 3, 5 and 6 of planning permission P/993/04/CFU to allow submission of details before the development is occupied
- Work has commenced without the conditions being discharged making the development unlawful.

### **d) Relevant History**

P/993/04/CFU	Change of use: office to residential (class B1 - C3) on 1st / 2nd floors and additional floor to provide 21 flats with external staircase (resident permit restricted)	GRANT 15-JUN-04
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### **e) Pre Application Discussion**

The architect was reminded on two occasions to discharge conditions before the development commenced.

### **f) Applicant Statement**

None

### **g) Consultations:**

None

### **Summary of Response:**

N/A

## **APPRAISAL**

### **1) Variation of Conditions**

The proposal is for the variation of Conditions 3 and 5 to allow submission of details before the development is occupied and for the discharge of Conditions 2, 3, 5 and 6 of planning permission ref: P/993/04/CFU, which state:

Condition 2:

The development hereby permitted shall not commence until details indicating

adequate access to, and egress from, the building(s) have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that the development will be accessible to people with disabilities.

Condition 3:

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.

Condition 5:

Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

REASON: To prevent the increased risk of flooding and to improve water quality.

Condition 6:

Flood risk warning signs which are both clear and prominent shall be erected to warn residents and car park users of the risk of flooding that will exist in the car park and at the bottom of the new staircase, before development commences, and shall be maintained as such thereafter.

REASON: To warn residents that the bottom of the new staircase could be flooded and to warn users of the car park that vehicles are at risk of damage from the depth of flooding affecting the car park.

The applicant seeks to vary the conditions attached to planning permission Ref: P/993/04/CFU for the change of use from office to residential and additional floor to provide 21 flats at Parkville House, Red Lion Parade. The variation of conditions is sought due to building works having already commenced on site and therefore the applicant currently being in breach of the current conditions.

The proposed variation of conditions to allow the submission of details prior to occupation of the development is considered to be acceptable as no material change to the original proposal would occur and no adverse impact is considered to arise from the submission of details before occupation of the development as opposed to before commencement of building works as the original conditions stated.

**2) S17 Crime & Disorder Act**

The proposal is not considered to materially impact upon community protection from crime and disorder.

**3) Consultation Responses:**

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

- None

**CONCLUSION**

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

## SECTION 3 – OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

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**19-23 HIGH STREET, PINNER**

**Item: 3/01**  
**P/1389/08/DFU/MRE**  
Ward PINNER

CONTINUED OF USE AS COFFEE SHOP

**Applicant:** Starbucks Coffee Co (UK) Ltd.

**Agent:** Pegasus Planning Group

**Statutory Expiry Date:** 05-JUN-08

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### RECOMMENDATION

Plan Nos: A4.0 Rev A, Supporting Planning Statement

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

1 The proposal results in an unacceptable loss of retail frontage, leading to loss of vitality of the shopping parade and Pinner District Centre as a whole, contrary to policy EM16 of the Harrow Unitary Development Plan (2004).

### INFORMATIVES

1 INFORMATIVE:

The following policies in the London Plan and-or the Harrow Unitary Development Plan are relevant to this decision:

Harrow Unitary Development Plan: EM16, D4, D14, D15, D16, EP25, EM25

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

- 1) Change of Use of Shops – Primary Shopping Frontages (EM16)
- 2) Standard of Design and Layout (D4)
- 3) Residential Amenity and Noise (EP25, EM25)
- 4) S17 Crime & Disorder Act (D4)
- 5) Consultation Responses

### INFORMATION

This application is going to Committee at the request of a Nominated Member.

#### a) Summary

Statutory Return Type: Change of Use  
Conservation Area: Pinner High Street  
Council Interest: None

#### b) Site Description

- The site is a commercial premises with retail (A1) usage situated on High Street in Pinner, and within Pinner High Street Conservation Area
- The premises have been in retail use (Class A1) since 1991 until it was converted into the coffee shop in 2007

Item 3/01: P/1389/08/DFU continued....

- Large service area and car park to the rear of the site
- Passageway leading to Bishops Walk adjacent to the easterly side of the site
- A run of 3 A3 uses are situated adjacent to the westerly side of the site

**c) Proposal Details**

- Continued of use as Coffee Shop (A3) with ancillary A1 use
- Premises comprise a large seating area with 59 seats occupying approximately 45.2% of the ground floor area

**d) Relevant History**

P/2719/07/DFU	New shopfront on High Street and Bishops Walk	NOT DETERMINED
		APPEAL NON-DETERMINATION
		ALLOWED
		18-APR-08
P/4238/07/DCE	Use of ground floor of premises as a coffee shop (class A1)	REFUSE
		11-FEB-08

Reason for Refusal

1 Local planning authority need to be satisfied that the use of this property as a Coffee Shop falls within the class A1 of the Use Classes Order. From the information submitted and the material circumstances relative to the operations of the use as noted above, indicate that the existing use (Coffee Shop) subject of the application is in fact a mixed use (sui generis) as opposed to an A 1 use. The present use of the site as a coffee shop represents a material change of use requiring planning permission.

**e) Pre Application Discussion**

None

**f) Applicant Statement**

- A supporting planning statement has been submitted with the application.

**g) Consultations:**

**Advertisement:** | Character of Conservation Area | Expiry: 21-MAY-08

**Notifications:**

Sent: 18                      Replies: 0                      Expiry: 22-MAY-08

**Summary of Response:**

N/A

## **APPRAISAL**

### **1) Change of Use of Shops- Primary Shopping Frontages**

In a recently refused application made by the applicant for a Certificate of Lawful Existing Development to continue the use of the subject site as a coffee shop within an A1 use class, the Council determined that a mixed use (*sui generis*) was in operation, representing a material change of use thus requiring planning permission.

For the purposes of this change of use planning application for the retention of use of the premises as a coffee shop, it is clear from observation of the premises in operation that the predominant use is A3 with ancillary A1 (take-away coffee). Given the significant size of the premises and the substantial amount of seating (59 seats), amounting to approximately 45.2% of the ground floor, it is considered that the premises is primarily for A3 use in operation with the take-away aspect of business being intended as a subsidiary contribution to the overall business. The location of the premises provides further clarification of its intended use, being embedded within the centre of Pinner. This location prescribes more to a destination or meeting point establishment as opposed to a take-away facility that would be more appropriately situated in close proximity or on heavy pedestrian routes to public transport.

The application therefore has been assessed as a change of use from A1 to A3 with ancillary A1 use.

Policy EM16 of the Harrow Unitary Development Plan (2004) will permit change from A1 to non-retail use, subject to consideration of the existing locality, which will include *inter alia* the appropriateness of the use to a town centre, the length of existing non-retail frontage, servicing arrangements and retention of a frontage appropriate to a shopping area. This policy goes on further to state that A2 and A3 uses can compliment A1 uses within shopping frontages, and can bring vitality to the area, however the cumulative growth in non-retail uses can also undermine its vitality and viability, and could have an adverse impact on the character of the centre.

Currently, the total length of non-retail primary frontage in Pinner District Centre (including any existing but unused permission) is 33.02% (June 2008 Shop Front data). The proposed change of use of No.19-23 High Street from retail (A1) to coffee shop (A3) would increase this by 1.12% to 34.14%, which is well above the 25% maximum contained in policy EM16. It is acknowledged that the existing percentage in non-retail use already exceeds the recommended maximum. It is considered that any further changes of use away from retail would further exacerbate the loss of retail function and consequent detriment to the vitality and viability of the Pinner District Centre.

It is acknowledged that the take-away facility would form an ancillary A1 use to the business, and would therefore contribute to a degree, to the vitality and viability of the Pinner District Centre. It would not however justify or counter balance the loss of such a large designated retail space within Pinner District Centre and would on balance be detrimental to the level and quality of shopping facilities within the District Centre.



Furthermore, the change of use would further exasperate a concentration of A3 uses within the immediate locality in this section of High Street with three large A3 units being situated directly adjacent to the subject site. Criterion B of Policy EM16 is designed to decrease the potential for such a situation and the proposal would clearly contravene this policy and result in an increased concentration of non-retail uses within a small area.

The proposal fails with regard to criterion B of Policy EM16 and would therefore be contrary to Policy EM16 of the Harrow Unitary Development Plan (2004) and is considered to be unacceptable in this respect.

**2) Standard of Design and Layout**

The existing shopfront was installed by the applicant prior to the use of the premises as a coffee shop and together with the associated advertisements, has planning permission.

No other issues are considered to be relevant relating to design and layout in the continued use of the premises as a coffee shop.

**3) Residential Amenity and Noise**

The subject site is located centrally within the District Centre and there are existing A3 uses along this particular frontage of commercial premises. The introduction of a further A3 use is considered to not have any harmful implications for the amenity of any nearby residential occupiers and the application is deemed to be acceptable in this respect.

It should be noted that the applicant has a current application for the retention of 4 air conditioning units and extraction apparatus at the rear of the premises due to be determined by 7<sup>th</sup> July.

**4) S17 Crime & Disorder Act**

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

**5) Consultation Responses:**

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

- None

**CONCLUSION**

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

## SECTION 4 – CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None

## SECTION 5 - PRIOR APPROVAL APPLICATIONS

None