

SECTION 1 – MAJOR APPLICATIONS

FORMER CASE IS ALTERED PUBLIC
HOUSE, 74 HIGH STREET
WEALDSTONE

Item: 1/01
P/1673/08/CFU/DC3

Ward WEALDSTONE

REDEVELOPMENT TO PROVIDE 24 FLATS IN 3 SEPARATE BLOCKS RANGING BETWEEN 4 AND 6 STOREYS IN HEIGHT; 352 SQUARE OF RETAIL FLOOR SPACE (USE CLASS A1) AT GROUND FLOOR LEVEL (RESIDENT PERMIT RESTRICTED)

Applicant: Fruition Properties
Agent: Dalton Warner Davis
Statutory Expiry Date: 01-AUG-08

RECOMMENDATION

Plan Nos: D1.11, D1.12, D2.11/C, D2.12/C, D2.13/C, D2.14/C, D2.15/C, D2.16, D2.17, D2.21/C, D2.22/C, D2.23/C, D2.31
Design & Access Statement
Planning Statement
Energy Strategy Revision B
Independent Assessment of Affordable Homes
Independent Assessment of Affordable Homes Supplementary Report

INFORM the applicant that:

1. The proposal is acceptable subject to 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 5 social rented dwellings and 3 shared ownership dwellings, the affordable units to be managed by an RSL subject to a nomination agreement with the Council. In the event that housing grant is not available, the developer will agree an alternative scheme for affordable housing to be agreed in writing by Harrow Council.
- (ii) **Open Space / Children's Play Space Contributions:** a contribution of £50,000, towards the provision of play facilities at Byron Recreation Ground suitable for use by young people aged 12 and over
- (iii) **Public Realm Contributions:** Preparation of an Environmental Improvement Scheme for street planting and landscape works in the vicinity of the site 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 £40,000. Also undertake to position refuse bins at back edge of footway for collection.
- (iv) **Health & Wellbeing:** a contribution of £20,000 towards health care planning and provision and/or the study thereof, in the vicinity of the site
- (v) **Education:** a contribution of £40,000 to meet any additional educational needs and/or the study thereof, arising from the development

- (vi) **Resident Park Restricted** : No residents, other than registered disabled persons, will be permitted to hold a parking permit.
- (vii) **Legal Fees**: payment of the Council's reasonable costs in the preparation of the agreement
- (viii) **Planning Administration Fee**: payment of a £7,500 administration fee for the monitoring of and compliance with this agreement

2. A formal decision notice, subject to planning conditions noted below will be issued upon the completion by the applicant of the aforementioned legal agreement.

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 approved development shall not be occupied or used until all the works detailed in the application, with the exception of the retail unit fit out, have been completed in accordance with the consent unless otherwise agreed in writing with the Local Planning Authority.

REASON : To preserve the historic interest of the adjacent listed building and to ensure a satisfactory form of development.

4 The development hereby permitted, as detailed in the submitted and approved drawings, shall be built to Lifetime Home Standards and provide 3 units to be built to Wheelchair Homes Standards, and thereafter retained to those standards.

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

5 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority. The boundary treatment shall be completed: before the building(s) is / are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

6 No demolition or site works in connection with the development hereby permitted shall commence before the boundary of the site is enclosed by a close-boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

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

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

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

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

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

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

a: the extension / building(s) including:

Brick samples

Render samples

Timber cladding samples

Window materials / samples

Balcony materials

Roofing materials

Down pipes / drainage pipe materials

b: the ground surfacing

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.

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

a: the storage and disposal of refuse/waste

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.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

15 The development hereby permitted shall be built to meet the carbon emissions reductions and on-site renewable energy provision as detailed in the approved Energy Strategy. The development shall not be occupied until works have been completed in accordance with the approved details and shall thereafter be retained in that form.

REASON: To ensure a sustainable form of development.

16 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 24 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 collection from the residential element and to ensure a sustainable form of development.

17 The development hereby permitted shall not commence beyond ground level damp proof course until details of sustainable water use measures including, but not limited to, rain water harvesting, low flow taps, dual flush toilets and low flow shower heads to be installed in each of the 24 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 water consumption from the development, to ensure a sustainable form of development and to comply with policy 4A.16 of the consolidated London Plan.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan: 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

4A.1 Tackling climate change

4A.2 Mitigating climate change

4A.7 Renewable Energy

4A.14 Sustainable drainage

4A.16 Water supplies and resources

4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

SI 1 Implementation and Resources

SEM2 Hierarchy of Town Centres

EM7 Redevelopment of Retail Premises

EM16 Change of Use of Shops - Primary Shopping Frontages

EP20 Use of Previously-Developed Land

EP21 Vacant and Disused Land and Buildings

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

D10 Trees and New Development

D11 Statutorily Listed Buildings

D29 Street Furniture

D30 Public Art and Design

T13 Parking Standards

H7 Dwelling Mix

Sustainable Design & Construction: The London Plan Supplementary Planning Guidance (May 2006)

Providing for Children and Young People's Play and Informal Recreation: The London Plan Supplementary Planning Guidance (March 2008)

Supplementary Planning Guidance: Designing New Development (March 2003)

Accessible Homes Supplementary Planning Document (April 2006)

Access For All Supplementary Planning Document (April 2006)

2 INFORMATIVE:

The applicant is advised that any window in the flank elevation of the development hereby permitted will not prejudice the future outcome of any application which may be submitted in respect of the adjoining property.

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

Access for All: http://www.harrow.gov.uk/downloads/AccessforAllSPD_06.pdf

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

5 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

6 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.

7 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.)

8 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 / 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.

9 INFORMATIVE:

The London Borough of Harrow seeks to encourage Secured by Design accreditation where appropriate. This is a national police initiative that is supported by the Home Office Crime Reduction & Community Safety Unit and the Planning Section of the ODPM. It is designed to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. It is recommended that the applicant apply for this award. For additional information, please contact the Borough Crime Prevention Design Advisor through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465.

10 INFORMATIVE:

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

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

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

Beginning development in breach of a planning condition will invalidate your planning permission.

If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1)** Design and Character of Area (4B.1) (S1, D4, D5, D7, D9, D10, D11, D29, D30)
- 2)** Residential Amenity (EP25, D4, D5)
- 3)** Affordable Housing, Housing Provision & Density (3A.1, 3A.2, 3A.3, 3A.5, 3A.9, 3A.10, 3A.11) (H7)
- 4)** Sustainability & Renewable Energy (4A.1, 4A.2, 4A.7, 4A.14, 4A.16) (EP15, EP20, EP21, D4)
- 5)** Access For All & Accessible Homes (3A.5) (D4)
- 6)** Retail Policy (SEM2, EM7, EM16)
- 7)** Landscaping & The Public Realm (4B.1) (D4, D5, D7, D9, D10, D29, D30)
- 9)** Parking & Highway Safety (T13)
- 10)** S17 Crime & Disorder Act (D4)
- 11)** Consultation Responses

INFORMATION

Application deferred on 23rd July 2008 to enable members' site visit on 5th September 2008 and review of refuse storage and collection (see Appraisal – Residential Amenity).

a) Summary

Statutory Return Type: Major development, all other
Site Area: 0.11 ha
Density: 718 hrph 218 dph

Car Parking:	Standard:	36 (maximum)
	Justified:	0
	Provided:	0
Lifetime Homes:		24
Wheelchair Standards:		3
Council Interest:		Part Council owned land, adjacent to George Gange Way

b) Site Description

- Existing 2-storey building with habitable roof space, formerly known as The Case is Altered public house off High Street Wealdstone;
- Rectangular site bounded by High Street to the west and George Gange Way to the east;
- Building frontage off High Street set back from main shopping parade with hard surfaced forecourt to the front;
- Site is within the Wealdstone town centre, which is designated as a district centre in the HUDP;
- Case is Altered identified in HUDP as part of the primary shopping frontage;
- On the southern boundary is the Boots retail unit;
- On the northern boundary is the 2-storey Wealdstone police station, a Grade II Listed Building;
- Harrow and Wealdstone Train and Underground Station approximately 300m away;
- George Gange Way is a designated London distributor road and acts as a bypass around the town centre;
- Building most recently used as an Indian bar/restaurant (A3 use);
- Existing building is boarded up due to its relatively poor state and is in need of repair.

c) Proposal Details

- Demolition of existing vacant public house;
- Redevelopment to provide 24 flats split into 3 blocks ranging between 4-6 storeys in height;
- Creation of 352m² of retail (A1) floor space at ground floor level off High Street;
- Affordable housing provision of 5 social rent and 3 intermediate housing units making 38% provision by habitable rooms;
- Affordable units to be located above retail unit in Block 1;
- Car free scheme with ground floor cycle parking storage providing 24 cycle spaces;
- Renewable energy provision in the form of roof mounted solar collectors to provide 50% of domestic hot water requirements;
- Two enclosed communal garden areas between Blocks 1 and 2 and Blocks 2 and 3;
- Provision of 3 Wheelchair units;
- Secure illuminated entry points to the residential elements off both High Street and George Gange Way;
- Landscaping and improvement works to small area of Council owned land to George Gange Way frontage.

d) Relevant History

- None

e) Pre Application Discussion

On the 7th of November 2006 and the 2nd of April 2007 pre-application proposals were presented to the Planning Advice Team (PAT). The key points highlighted by PAT were as follows:

- Careful consideration needs to be given to the character and setting of the adjoining listed building;
- Recommend a car free scheme in this location;
- Land to east of the site is Council owned and not highways land;
- Concern around spacing between blocks of only 12-14m. This can be addressed by re-arranging the rooms within the blocks;
- Size of retail unit proposed is welcomed in the district centre;
- You should consider the provision of a loading bay to the front of the unit for service deliveries;
- A comprehensive design and access statement will be required with any planning application;
- Secure by Design and Safer Places principles should be incorporated into the design of the proposal;
- The area is a controlled parking zone and any future occupants would be ineligible to apply for residents parking permits.

f) Applicant Statement

- The existing building does little to enhance the locality;
- The new retail unit would be a modern purpose built unit that meets the retailing requirements of retailers at this current time;
- The proposed scheme will meet the 4 key strategic objectives of PPS3;
- The proposed residential element offers a mix of 1, 2 and 3 bedroom units;
- Whilst the London Plan sets out a target of 50%, the schemes proposes to provide 38% affordable housing based on scheme viability;
- The affordable housing toolkit concludes that the 'development does not have the potential for meeting the target of 50% housing';
- The proposal achieves the full and efficient use of a previously developed site whilst at the same time preserving the local character;
- Due to the stepping back of the proposed blocks the scheme sits comfortably within the context of the surrounding area;
- The building heights and scales have been designed to respect their surroundings whilst providing much need housing and commercial space in the town centre;
- The proposed scheme would meet accessibility requirements with lift access in the 2 larger Blocks and a platform lift to access Block 1;
- The design proposes to utilise as much amenity space as possible in this town centre location with 157m² provided through balconies and 376m² through the two communal garden areas;
- The development will re-establish an active frontage onto High Street and provide an active frontage to George Gange Way;

- Careful consideration has been given to the design scale and massing of the 3 Blocks would be sympathetic to the character and setting of the listed building;
- Given the high levels of public transport in the area means the site lends itself well to being a car free development;
- The development proposes 1 cycle space per dwelling and accords with Harrow Council policy;
- Renewable energy measures would result in an 11.5% reduction in the overall energy demand from the site;
- The proposal incorporates the key principles of Safer Places and Secured by Design into the design and layout of the scheme;
- Pre-application discussions with the Council have been favourable toward the redevelopment of the site for mixed retail and residential development.

g) Consultations:

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

English Heritage: No objection

Metropolitan Police: No response

Advertisement:	Major Development Setting of Listed Building	Expiry: 19-JUN-08
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Notifications:

Sent:	Replies:	Expiry: 10-JUN-08
139	0	

Summary of Response:

N/A

APPRAISAL

1) Design & Character of Area

It is considered the proposed development represents an effective and efficient development of an under used brown field site and would introduce active frontages to both High Street and George Gange Way improving the urban pattern of the surrounding area. At the same time the proposal would be sympathetic to the character and appearance of the existing Grade II Listed Building.

The proposal is considered consistent to policy D4 explanatory paragraph 4.11 of the Harrow Unitary Development Plan 2004 (HUDP), which states that '*buildings should respect the form, massing composition, proportion and materials of the surrounding townscape*'. This requirement is reinforced under PPS1, which states that development should respond to their local context and create or reinforce local distinctiveness. The character of the surrounding area is a mixture of uses and architectural types with the retail shopping parade of the Wealdstone district centre, residential blocks of flats on George Gange Way and the police station which is a Grade II Listed Building.

Furthermore, explanatory paragraph 4.10 states that '*development should be designed to complement their surroundings and have a satisfactory relationship with adjoining buildings and spaces*'.

It is considered that the design of the proposal would complement the key make up of the surrounding areas and represents a good design approach to address the mixed character of the surrounding area.

The proposal is made up of 3 separate blocks of varying heights. Block 1 on the High Street frontage would be 4 storeys in height, Block 2 would be 5 storeys and Block 3 would be 6 storeys high. This stepped approach relates to the surrounding character of the buildings which are relatively modest 2-3 storeys in height on High Street but increase in height on George Gange Way, particularly the new residential development on the corner of George Gange Way and High Street which is also 6-storeys in height.

The lower block on the High Street frontage has a suitable relationship with the 2-storey Grade II Listed Building with a similar height. The third floor of Block 1 would be set back from the parapet and a different use of timber cladding to minimise the impact of the higher element of the proposed building on the setting of the listed building. Materials have been conditioned to ensure the LPA are happy with the appearance of the development and that the materials do not detract from the character or setting the listed building.

The proposed redevelopment would result in bringing forward the building line to that of the existing shipping parade on High Street. This would fill in the existing gap of the street frontage and complete the shopping parade and give it a continuous form. This is considered to benefit the character and appearance of the street scene. On George Gange Way the creation of the residential element with main front entrance point and habitable rooms orientated toward the street gives this part of George Gange Way an active frontage where historically there has been none.

It is considered that the proposed development represents good contemporary design and an effective use of this brown field site while maintaining the character and setting of the neighbouring listed building. It is therefore considered to comply with policies 4B.1 of The London Plan 2004, and D4, D5, D7, D9, D11, D20 and D21 of the HUDP 2004 and Supplementary Planning Guidance: Designing New Development (March 2003).

2) Residential Amenity

Amenity provision is considered satisfactory for a high-density residential development in the town centre. The amenity space is made up from surface amenity space at ground and upper floor levels and the provision of balconies to most flats.

The proposed distances between habitable room windows within the development is between 12 and 14m which is considered to be quite close. Due to a good design approach taken by the applicant there are not considered to be issues with overlooking or loss of privacy with the development. The design approach avoids habitable rooms or balconies directly facing habitable rooms or balconies between the units and in all cases there is no direct line of site between habitable rooms. Further more the design avoids bedroom windows from one block facing bedroom windows from another and the same applies for living rooms to living rooms. The reasoning behind this approach to that bedrooms and living rooms are typically used at different times of the day so it is unlikely there will be any issues with overlooking or loss of privacy.

Informal children's play space provision will be at the two enclosed amenity areas within the development. It is considered that the onsite play space provision would be inadequate to meet the requirements set out in the London Plan SPG on Providing for Children and Young Peoples Play and Informal Recreation (March 2008). As a result a planning contribution toward off site play facilities will be required via a S106 mechanism.

With regards to off site amenity space, the site is within 400m walking distance to the Byron Recreation Ground and around 1000m to The Kenton Recreation Ground. It is considered that future occupants will most likely use these two parks.

Internal space standards are considered appropriate and the stacking of rooms within each unit is considered well planned.

The proposed refuse collection area is 24m from the High Street. Current planning guidance does not set a maximum distance from store to collection point. A head of term in the S106 requires the Site Management to place the refuse containers, on collection days, immediately behind the back edge of the High Street footway.

Overall the proposed development is considered to comply with policy D5 of the HUDP 2004 and SPG on Designing New Development (March 2003).

3) Affordable Housing, Housing Provision & Density

The proposal represents an additional 24 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 218 dwellings per hectare and 718 habitable rooms per hectare. These density levels are in line with those recommended by policies 3A.1, 3A.2 and 3A.3 of the Consolidated London Plan.

The applicant is offering 24 residential units, of which 8 are proposed as affordable in the following mix:

Tenure	Units	Tenure target	Unit mix target - Harrow	GLA target mix
Rent	1 x 3B6P flat @ 85.1m ² 4 x 3B5P flats @ 78.9m ² 63% by unit 72% by hab room	70%	7% 1 bed - 0% 36% 2 bed - 0% 30% 3 bed - 100% 17% 4 bed - 0% 10% 5 bed+ - 0%	19% 1 bed - 0% 39% 2/3 bed 100% 42% 4 bed + - 0%
Intermediate (Shared Ownership)	1 x 1B2P flat @ 46.8m ² 2 x 2B4P flats @ 62.9m ² 37% by unit 28% by hab room	30%		

The developer originally submitted a GLA Development Control Toolkit to demonstrate that the above affordable housing proposal of 33% by units (39% by habitable rooms) is not financially viable. However, the developer had not made the correct assumptions regarding grant availability. Housing's analysis of the submitted toolkit indicated that the proposed 33% by unit is likely to be the maximum reasonable level of affordable housing deliverable with grant on this scheme. This was subsequently agreed with the developer.

The proposed affordable housing has been assessed against policies 3A.8, 3A.9, 3A.10 and 3A.11 of the London plan. The proposal meets the 70/30 split by habitable room in favour of social rented units. The proposed social rented mix is not in line with the Harrow target mix. However, as the proposal is for family sized housing, for which there is an identified need in Harrow, this is considered acceptable.

Housing supports the proposed level of affordable housing as being the likely maximum percentage deliverable with grant. A cascade mechanism is required in the S106 to govern the provision of affordable housing if grant is not available.

The proposal is considered to comply with policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.9, 3A.10, 3A.11 of the Consolidated London Plan and policies and policy H7 of the HUDP 2004.

4) Sustainability & Renewable Energy

The proposed development seeks to achieve a reduction in overall energy demand of 11.5% of the total site energy demand. The proposal also seeks to reduce carbon emissions through the implementation of a range of measures such as on site renewable energy generation and energy saving design features and initiatives such as energy efficient lighting, highly insulated fabric to reduce heat transfers and loss, energy efficient lighting; energy efficient refrigeration plant & fans.

The proposal seeks to provide roof mounted solar collectors which would provide 50% of the developments domestic hot water requirements.

Given the size, form and layout of the development it is calculated that the development when complete, would produce a higher amount of Carbon Dioxide per year if it used conventional forms of energy supply such as electricity and gas. However with the proposed renewable energy provision and passive design features the development would reduce carbon emissions by over 9 tonnes per year.

The applicant has demonstrated through the Energy Strategy Report that the use of solar collectors are 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 given the site circumstances.

Alternatives to solar collectors have been considered such as an on site central heating plant (CHP), biomass heating, photovoltaics, wind turbines and ground heat pumps. However due to a combination of site constraints, excessive costs, the level of power generation and carbon emissions savings these alternative options were not considered appropriate for the proposed development.

To ensure the local planning authority is satisfied with the final renewable energy provision a condition is attached to this report requiring further details of a scheme for generating 20% of the predicted energy requirement of the development from on-site renewable resources have been submitted to and approved in writing by the local planning authority. This will insure full compliance with London Plan policy 4A.7. The relevant conditions are also attached to this report requesting further details of water saving measures and under sink waste disposal units for the development.

The proposed development would achieve acceptable levels of on site energy generation from renewable energy sources and effectively reduce carbon emissions above Building Regulation requirements and is therefore considered to comply with policies 4A.7 and 4A.16 of the Consolidated London Plan and Supplementary Planning Guidance: Sustainable Design and Construction.

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 24 units would meet the Lifetime Homes Standards, furthermore 3 of the units would be built to meet the Wheelchair Homes Standards meeting HUDP and London Plan policy requirements. Whilst the scheme is car free, parking bays are available in the High Street and may be used by 'blue badge' holders.

The retail unit shall also be constructed to provide a level access to accommodate the needs of disabled customers and / or employees.

The proposed development is considered to comply with policy 3A.5 of the London Plan 2004 and the Harrow Council SPDs on Accessible Homes and Access For All (April 2006).

6) Retail Policy

The proposed commercial unit at ground floor level on the High Street would be used for A1 purposes. This approach is supported in principle, as it would reinforce the retail function of the Wealdstone High Street primary shopping frontage. Currently there is an over representation of non-A1 uses in the primary shopping frontage and the proposed retail use will have a positive impact on helping redress this imbalance.

The proposal is therefore considered to comply with policies SEM2, EM7 and EM16 of the HUDP 2004.

7) Landscaping & The Public Realm

The proposed landscaping of the development site is split between two enclosed garden spaces within the development between Blocks 1 and 2 and Blocks 2 and 3 and landscaped area to the front of Block 3 off George Grange Way.

There will be a loss of several existing trees on site as a result of the development. These trees have little significance and there is no objection in principle to the loss of these trees. It is considered that any negative aspects resulting from the proposed loss of trees does not outweigh the wider benefits the scheme would bring to the borough in terms of housing targets and increasing the health and vitality of the district centre. The loss of trees will be mitigated through a S106 contribution which will require the planting of some 20 new trees on the High Street.

Details of the maintenance & management of the on site landscaping is controlled by way of condition.

Overall the proposal is considered to comply with policies D4, D5, D7, D9, D10, D29 and D30 of the HUDP 2004.

8) Parking & Highway Safety

The proposed development is a car free scheme. The applicant proposes cycle storage to accommodate 24 cycles on a 1 to 1 basis. Given the site's location to a wide range of public transport links and with a PTAL rating of 4 it is considered that a car free scheme is appropriate in this location. To ensure the development does not result in an increase in on street parking in the immediate vicinity future occupants will be ineligible to apply for residents parking permits.

There is an issue between Wheelchair Home standards and 'car free' development, with no on-site parking provision. In this case, immediately beyond the site disabled parking is available in the High Street, Canning Road, Gladstone Way car park, Peel Road car park and Gordon Road.

Overall the proposal is considered to comply with HUDP policy T13.

9) 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 with habitable room windows facing street frontages and communal areas within the development site.

The development proposes a variety of different measures with regards to boundary treatment that will ensure the site is safe and secure. Access points are controlled through audio visual entry systems.

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.

Lighting levels are proposed for the site to meet BS: 5489 meaning overall uniformity of street level lighting and no hidden dark circulation areas in the external areas of the development. Further, door & window security will be designed to meet the minimum British standards.

To ensure that these issues are satisfied in greater detail, the relevant Secured by Design conditions have been attached to this report. The proposal is considered to comply with policy 4B.1 of the Consolidated London Plan and policy D4 of the HUDP 2004.

10) 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.

**STANMORE COLLEGE, ELM PARK,
STANMORE**

**Item: 1/02
P/1659/08/COU/AF**

Ward STANMORE PARK

OUTLINE: REDEVELOPMENT TO PROVIDE NEW TWO TO FOUR STOREY BUILDING ALONG WITH INDOOR AND OUTDOOR SPORTS AND RECREATIONAL FACILITIES, INTERNAL ROADS AND FOOTPATHS, ACCESS AND PARKING, AND ANCILLARY FACILITIES

Applicant: Stanmore College

Agent: Atisreal Consulting

Statutory Expiry Date: 06-AUG-08

RECOMMENDATION

Plan Nos: Location plan SNM D-100, Existing Site plan D 101, Proposed site plan D 102A, Ground floor plan D 103, First Floor plan D 104, second Floor plan D 105, Third Floor plan D 106, Roof plan D 107, Elevations D 108, 109, 110A and 111A, 112 and 113.

Design and Access Statement

Habitat and Bat Roost Survey

Flood Risk Assessment

Transport Assessment (and August 2008 addendum)

Statement of Community Involvement

Planning Statement

Arboricultural Report

Archaeological Assessment

INFORM the applicant that:

- 1 The proposal is acceptable subject to:
 - a) The completion of a legal agreement within 3 months (or such period as the committee may determine) of the date of the committee decision on this application relating to:-
 - i) The submission of a Travel Plan to be agreed in writing prior to the commencement of the development and to implement and monitor said plan to encourage the use of sustainable modes of travel during the construction of the building and thereafter
 - ii) The funding of parking surveys before and during the first three years of the occupation of the new college and funding the cost of any increase in the hours of operation of the Controlled Parking Zone within which the college is sited if the free flow of traffic and /or access to premises are adversely effected.
 - iii) To undertake to pay all the Council's legal costs arising from the preparation of the legal agreement and
 - iv) To pay the Planning Administration fee of £500.

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

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 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.

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 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.
The boundary treatment shall be completed:
a: before the use hereby permitted is commenced
b: before the building(s) is/are occupied
c: in accordance with a timetable agreed in writing with the local planning authority
The development shall be completed in accordance with the approved details and shall thereafter be retained.

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

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

- (a) the frontage.
- (b) the boundary.

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

REASON: In the interests of amenity and highway safety.

6 The development hereby permitted shall not commence until 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.

7 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 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, schedules of plants noting species, plant sizes, and proposed numbers / densities, replacement tree planting, landscaping of the refuse storage area, and tree planting and/or hedging to the southern boundary of the car parking area.

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

8 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.

9 The development hereby permitted shall not commence until there have been submitted to, and approved in writing by, the local planning authority, detailed drawings of all underground works, including those to be carried out by statutory undertakers, in connection with the provision of services to, and within, the site in relation to the trees to be retained on site.

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

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 The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected.

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

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

- (a) the extension/building(s)
- (b) the ground surfacing
- (c) the boundary treatment
- (d) means of enclosure to the Multi-Use Games Area

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

REASON: To safeguard the appearance of the locality.

14 No construction machinery shall be operated on the premises before 08:00am on weekdays and 09:00am on Saturdays, nor at any time on Sundays, or Bank/Public Holidays.

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

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

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

16 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved(s) 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.

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

- a: the design and appearance of the refuse storage area
- b: the storage and disposal of refuse/waste
- c: 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.

18 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.

19 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.

20 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.

21 The development hereby permitted shall not commence until details of a scheme for generating 20% of the predicted energy requirement of the development from on-site renewable and low carbon resources has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is first occupied and shall thereafter be 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.

22 The development hereby permitted shall not be occupied until details of how the scheme will meet the standards set out in Harrow Council's "Access for All" SPD 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 ensure adequate provision of facilities for use by disabled people and safe access for all in accordance with the policies of the Harrow Unitary Development Plan.

23 Uses of the site outside normal college hours shall not operate outside the following hours:

a: 0800 hours to 2200 hours, Monday to Friday inclusive,

b: 0900 hours to 2100 hours, Saturdays, Sundays and Bank/Public Holidays,

c: 0900 hours to 1900 hours or sunset, whichever is the earlier, in respect of the Multi Use Games Area.

without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents.

24 Any increase in the total number of pupils and/or staff over and above that resulting from the development hereby permitted shall not take place until such time as a revised 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.

25 Details of the design and finish of all external light fittings, poles, lighting equipment, hours of use and the maximum light intensity shall be submitted to and approved by the local planning authority in writing prior to the first taxable occupation of any part of the development.

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

26 Prior to the commencement of construction, the recommendations of the applicant's ecology report dated April 2008 shall be actioned and the results given in writing to the Local Planning Authority.

REASON: To preserve wildlife and habitats protected by the Wildlife and Countryside Act 1981 (as amended) and to accord with HUPD Policies EP26 and EP27.

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.18 Protection and enhancement of social infrastructure and community facilities

3A.24 Education facilities

3D.6 The Olympic and Paralympic Games and sports facilities

3D.8 Realising the value of open space and green infrastructure

4A.1 Tackling climate change

4A.2 Mitigating climate change

4A.3 Sustainable design and construction

4A.4 Energy assessment

4A.7 Renewable Energy

4A.12 Flooding

4B.1 Design principles for a compact city

4B.3 Enhancing the quality of the public realm

4B.5 Creating an inclusive environment

4B.6 Safety, Security and fire prevention and protection

Harrow Unitary Development Plan:

D4 Standard of Design and Layout

D10 Trees and New Development#

EP12 Control of Surface Water Run-Off

EP25 Noise

EP47 Open Space

SR2 Arts, Cultural, Entertainment, Tourist and Recreational Activities

R4 Outdoor Sports Facilities

- R5 Intensive Use Pitches
- R13 Leisure Facilities
- T6 The Transport Impact of Development Proposals
- T10 Cycling
- T13 Parking Standards
- C2 Provision of Social and Community Facilities
- C7 New Education Facilities
- C16 Access to Buildings and Public Spaces
- C17 Access to Leisure, Recreation, Community and Retail Facilities

2 INFORMATIVE:

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

3 INFORMATIVE:

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

Access for All: http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf

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

4 INFORMATIVE:

There may be public sewers crossing this site, so no building will be permitted within 3 metres of the sewers. The applicant should contact the Area Service Manager Mogden at Thames Water Utilities at the earliest opportunity, in order to establish the likely impact of this development upon the sewerage infrastructure.

Tel:- 08459 200800.

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:

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.

7 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).

8 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.

9 INFORMATIVE:

In the event that protected wildlife or habitats are effected by the development the applicant is reminded that the grant of planning permission does not relieve him of the need to obtain such statutory approval(s) as provided for by the Wildlife and Countryside Act 1981 (as amended).

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1)** Principle of Development (3A.18, 3A.24, 3D.6, 3D.8) (EP47, C2, C7, R13)
- 2)** Design and Character of the Area (4A.1, 4A.2, 4A.3, 4A.4, 4A.7, 4B.1, 4B.3, 4B.5, 4B.6) (D4, D10, EP12)
- 3)** Residential Amenity (EP25)
- 4)** Access for All (4B.5, C16, C17)
- 5)** Parking and Highway Safety (T6, T13)

- 6) Ecology
- 7) S17 Crime & Disorder Act (D4)
- 8) Consultation Responses

INFORMATION

This application was deferred on 23 July to enable the members to satisfy themselves as to residential amenities. A meeting was held with the applicant and their agents and the application has been revised as follows:

- i) Drawings revised to indicate external finishes of elevations except for the dance studio. See also condition 13.
- ii) Parameter plans submitted for this outline application which set the limits for the reserved matters
- iii) A further layout plan showing arrangements during building and further information as an addendum to the Traffic Assessment as to transport provision during the build phase.
- iv) The redesignation of the roof level sports area as a Multi Use Games Area and limiting the hours of use- see condition 23.
- v) The college has clarified information regarding its student roll. In 2006/07 the college enrolled 1361 full time equivalent students and by the end of that year the number stood at 1132 due to dropouts. The figure of 1200 used in the transport assessment is therefore a robust figure. For 2008/09 the college is forecasting an opening roll of 1364.

a) Summary

Statutory Return Type:	Major development, all other
Site Area:	1.47 hectares
Proposed Floor Area	11,422 m ² GIA
Car Parking:	Existing 135
	Proposed: 124 inc 6 disabled spaces
Council Interest:	None

b) Site Description

- In a clockwise order the site is bounded by Manor House Estate, Elm Park, The Ridgeway and Old Church Lane
- The site is treed and currently occupied by college buildings, car parks and ancillary buildings
- The application site is adjacent to a conservation area at its north west corner

c) Proposal Details

- Application for redevelopment of site to provide a new college. One existing building, Beech, is to be retained in the SW corner of the site
- Appearance, landscaping, layout and scale are reserved matters

- Four storey building to the east of the site incorporating classrooms, library, kitchen and dining facilities, linked to main hall, sports hall, and a fitness centre. The roof of the sports hall provides a five a side football pitch with an all weather surface
- Expansion of the college student numbers proposed from 1200 full time equivalents to 1400 FTE
- Service access plus 31 parking spaces is to be from Old Church Lane. The main vehicle entrance to be from Elm Park opposite Nos 14/18 The Ridgeway. The pedestrian and cycle access will also be in Elm Park opposite No 81

d) Relevant History

Planning records indicate that a sixth form college has been on site since 1969, permission having been given in 1967 to change from a junior college.

e) Pre Application Discussion

- None with Council
- Applicant engaged with local people before submitting application, including a local exhibition for which 564 invitation letters were distributed.

f) Applicant Statement

- Redevelopment comprises a well oriented and appropriate building which makes good use of the site in accordance with government guidance
- Scheme provides an inclusive design that will benefit the community
- Redevelopment carefully considered incorporating design and access, protecting the amenities of local residents, and other people using the area.
- Final layout and design a result of aims of the college and consultation with the local community
- Access to the site and car parking carefully considered and raises no issues in terms of highway safety. Site in a sustainable location given its proximity to local transport
- Continued growth and expansion of the college has resulted in the existing buildings looking very outdated
- Opportunity to modernise the facilities and to improve the quality of the internal and external space, as well as to reorganise the layout to enhance the usability and management of the facilities
- Site inefficient in its use of space, and concentration of built-form will allow for increasing the openness of the site
- Opportunities for the redevelopment are a sustainable location, a good level of existing landscaping, a level site, possible improvements to the visual appearance of the site and wider area, possible improvements to the local economy and community, and the potential to increase the energy efficiency of the existing school and provide renewable energy
- Constraints to development identified as location of adjoining buildings and uses, the visibility of the site, this site's location and access to the site

- Important considerations were a modern design, a preference for grouping of uses, including education and community facilities, and the enhancement of sports facilities
- Proposal to be fully accessible and compliant with Part M

g) Consultations:

Environment Agency: No response

Thames Water: No objection

Advertisement: | Major Development | Expiry: 12-JUN-08

Notifications:

Sent:	Replies:	Expiry: 03-JUN-08
450	11	

Summary of Response:

Residential Amenity including rooftop five a side, inadequate transport assessment, no increase in student roll, increase in highway dangers.

APPRAISAL

1) Principle of Development

As the site is already in use as a college the principle of a redevelopment of the college is considered acceptable. The redevelopment and enhancement of the facilities is considered to benefit the surrounding area both socially and economically. The condition of the existing buildings on the site requires redevelopment to meet the College's teaching needs and to reduce the impact of the college. The proposal results in the concentration of the buildings on the site to the west and allows for the site, visually, to be opened up.

2) Design & Character of the Area

The proposal represents a contemporary addition to area, replacing the existing 2/3 storey school buildings. It is a two and four storey structure with, indicatively, a predominantly glazed façade, with areas of aluminium cladding and render. In terms of design, the proposal is considered to make a positive contribution to the character of the area, and provides a feature building on the site. The external appearance is however, a reserved matter, and will be assessed at a later stage.

The proposal aims to create an integrated college site by creating a new feature building for the area. The new building has been designed to be modern, but also sympathetic to its context in a residential area. The singular form, as opposed to the existing 'collection' of buildings, would tie the whole site together, and will positively contribute to the character of the area. The new building will provide a new, well-defined entrance point to the college. The proposal has the appearance of a public building which fits in context on a college site. As such, it is considered that the new building will relate appropriately to the surroundings.

The design of the proposed building, although indicative, 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).

A dominant character of the existing site is the landscaping. A high quality landscape scheme will be essential to protect and enhance this quality. Landscaping will need to be carefully considered to maximise the use of external space. New and replacement trees will need to have maximum impact where there is space on the frontage, and the refuse store will need to be screened as it is near to the boundary of the site. Some form of planting should also be used to mitigate the amount of hard-standing in the car parking area to the south-western corner of the site. A condition is recommended to address these issues. Landscaping is a reserved matter.

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.

In terms of design, the proposed college is considered to make a positive contribution to the character and appearance of the area and would act as a feature building.

3) Residential Amenity

The proposed building is located to the centre of the site, with an arm extending to the south. At this point it is 17 metres from the boundary, and 30 metres from the rear of the nearest residential dwelling. Existing houses nearest to the existing main block have car parking along the northern boundary. This parking area is to be reduced and more landscaping introduced.

The college has established an adult learning centre in partnership with Council and Glebe First and Middle Schools. Clearly these activities are located off site but in anticipation of the college becoming further engaged with the local community on completion of building works conditions are imposed in the draft decision notice to control usage outside of usual college hours.

A further condition is included to address external lighting : its location, intensity and hours of use.

4) Access for All

The scheme has been designed to make it as accessible as possible. The building will be required to comply with Part M of the Building Regulations, and Council's 'Access for All' SPD. From the information provided with the application it appears that the building has been designed in accordance with the relevant standards. As many details are required compliance with these documents will be clarified in the submission of the four reserved matters.

5) Parking and Highway Safety

The HUDP sets a standard of one car parking space per 300m² - 600m² of gross internal area. As such, the standard for this site would be 19 - 34 car parking spaces. The 124 car parking spaces exceed this requirement. But is a decrease to the current provision, which reflects the decrease of parking provision required by PPS13 and the maximum standards of the HUDP being lower than the previous plan.

A Travel Plan is a requirement of the legal agreement. The college aims to promote walking, the use of cycles, and public transport. The site is also relatively well linked in terms of public transport. The Travel Plan needs to be revised should pupil or staff numbers further increase, to ensure the development does not cause an adverse effect on traffic movement and highway safety,

At first glance there is a case to remove the existing access from Old Church Lane. However its retention enables all service vehicles to be kept out of residential streets, gives a fire track on the northern boundary and the accident record on this part of the network does not give cause for concern.

6) Ecology

The applicant has commissioned a habitat and bat roost survey report. Whilst no conclusions are drawn the report does suggest further survey work in the summer months to enable firm conclusions to be reached as to whether the buildings or habitat to be lost has an adverse nature conservation impact. This is addressed by condition.

7) S17 Crime & Disorder Act

The proposed design and layout offers good natural surveillance of the area around the college buildings. The site is likely to be secured when not in use, which will restrict access to the site when it is vacant. The application appears to take into account some of the aspects of Secured By Design, and a condition has been attached to this report to request that these details are submitted before commencement of works.

8) Consultation Responses:

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

- Increase in Student Roll based on inaccurate figures. The existing and proposed student numbers have been provided by the College
- Parking during construction. This is to be addressed as part of the travel plan.

Item 1/02 : P/1659/08/AF continued/...

- Poor data used in the Transport Assessment. These points have been put to the agent for the applicant. Officers are satisfied as to the quality of the data used and conclusions drawn.

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.

**FORMER TRAVIS PERKINS, 19 PINNER
ROAD, HARROW**

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

Ward HEADSTONE SOUTH

REDEVELOPMENT OF BUILDERS YARD: NINE STOREY BUILDING WITH BASEMENT COMPRISING A GROUND FLOOR CAFÉ/RESTURANT (CLASS A3 USE), 3458 SQM SECOND FLOOR SAINBURY'S FOOD STORE (CLASS A1 USE) WITH 220 RETAIL PARKING SPACES, 146 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

Applicant: London Underground and Parkridge Developments

Agent: Holmes – Antill

Statutory Expiry Date: 13-MAY-08

RECOMMENDATION

Plan Nos: PL_010, PL_050B, PL_090C, PL_100F, PL_101L, PL_102J, PL_103I, PL_104J, PL_105G, PL_106G, PL_107G, PL_108H, PL_109H, PL_110D, PL_200E, PL_201E, PL_301D, PL_302E, PL_303A, PL_401A, PL_402A, PL_403A, PL_404A, PL_405A, PL_406, PL_407, PL_408A, PL_409A, PL_410A, PL_411A, PL_412A, PL_413A, PL_414A, PL_415A, PL_416A, PL_417A, PL_418A, PL_419, PL_421, PL_422, PL_500, PL_501, PL_502, PL_503, PL_504, PL_505, PL_506, 3325/L/21C, 3325/L/23B, 3325/L/24B

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
Statement on Secured by Design Issues (addendum to Design & 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) **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 up to £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. The developer shall inform the Council when the development is commenced, complete and fully occupied. Prior to this, and after these notifications, a traffic survey of Pinner Road will be undertaken to check the effect of the development. The developer will fund these surveys to a maximum of £50,000.
- xii) **Resident Parking Restricted :** No occupiers shall be eligible for an on-street parking permit.
- xiii) **Legal Fees:** payment of the Council's reasonable costs in the preparation of the agreement

- xiv) **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:

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, 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 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.

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 retail uses hereby permitted shall not be open to customers outside the following times :
a: 08.00 hours to 22:00 hours, Monday to Saturday inclusive,
b: 10.00 hours to 18.00 hours, Sundays or Bank Holidays,
REASON: To safeguard the amenity of neighbouring and future 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 146 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 collection from the residential element and to ensure a sustainable form of development.

31 Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the local planning authority. The submitted plan shall include details of management of any flat / shallow, pitched / green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The Bird Management Plan shall be implemented as approved, upon completion of the roofs. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the local planning authority.

REASON: It is necessary to manage the roofs in order to minimise its attractiveness to birds, which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

32 No person when working within the building shall park in the shoppers car park.

REASON: To safeguard the retail parking and to maximise travel to work other than by car.

33 The development hereby permitted shall not commence until details of the Combined Heat and Power engine to be used, the manufacturers warranty and evidence that the choice of fuel will not compromise the ongoing operation and maintenance cover for the engine have been submitted to and approved in writing by the local planning authority.

REASON: 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
- 4A.16 Water supplies and resources
- 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
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

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.

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, 4A.16) (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

The application was deferred in June to enable further work to be done in response to comments from GLA and CABE and concerning traffic issues.

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 3458m² net at second floor level;
- A café/restaurant at ground floor level of 327m²
- 146 residential apartments in a range of studio, 1, 2, 3 and 4 bedroom units positioned in 4-6 storeys above the retail;
- Of the 146 apartments proposed 43 (36% by floor area) will be 'affordable' with 30 for social-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 7th March 2007 and 30th 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;
- 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: Initial stage one referral comments support 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.

Through ongoing discussion between the applicant, Council officers and GLA officers the above issues have been resolved through amended plans, planning conditions and s.106 heads of terms. *The above issues are discussed in more detail with the appraisal section of the report.*

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. Specific areas of concern include:

- Horizontal retail element combined with vertical residential element gives building fortress like appearance;
- Unconvinced about built form on north and eastern edges of site;
- Cars given unjustified dominance through design approach;
- Western edge of site not considered in design approach;
- Lack of distinct front door to the middle block;
- Division of roof top amenity space is regrettable;
- length of corridors and amount of light some units would receive is of concern.

The above points are discussed in detail in the appraisal section of the report under design and character of area heading.

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:
2474

Replies:
276
(52 letters, 8 petitions)

Expiry: 11-MAR-08

Summary of Response:

Objections (276) - 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 ridgeline of Harrow on the Hill and would create a roofline 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 southwestern 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) **Affordable Housing, Housing Provision & Density**

The proposal represents an additional 146 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 42 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:

Social Rent	Shared Ownership
1 bed = 13.3%	1 bed = 33.3%
2 bed = 40%	2 bed = 66.6%
3 bed = 33.3%	100%
4 bed = 13.3%	(% per number of units)
100%	

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

Following the June Committee further work has been carried out concerning cumulative transport impact and this is appended to the report as Annex 1. Members were appraised of this at a meeting held on 11 July 2008.

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 3rd floor level. The total onsite landscaped/amenity provision would be 2,810 m² (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 680m² 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 600m². 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 beyond.

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. There are no proposals to alter the existing wall murals. 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 southeastern 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.

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- 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.

ANNEX 1

Major Harrow Town Centre Developments - 2008/2009

Cumulative Transport Assessment

Summary

In accord with PPG 13 and the Mayor's London Plan, parking restraint has been applied to all of the proposal sites within and on the fringe of the town centre.

The **Gayton Road** proposal has a reduced overall parking provision when compared to the existing provision and therefore traffic generation will be reduced. (See Appendix 1).

51 College Road (Dandara) and **Harrow College** do have a marginal increase in parking provision but this is not considered excessive as it is offset by the reduced provision at Gayton Road. In traffic generation terms vehicle movement at 51 College Road will be reduced as compared to the prior Post Office 'sorting' use when it was fully operational.

On the basis of the high public transport accessibility together with robust on street parking controls in the town centre, the above 3 developments will not measurably contribute to additional traffic generation and will therefore not impinge on the highway network.

This is endorsed by Transport for London.

The significant impact on the town centre will be pedestrian based and in this regard enhanced public transport facilities will be a requirement.

This would take the form of improving the bus and train station interchanges to cater for the anticipated additional demand. This would be achieved by securing a financial obligation for each of the proposal sites including Travis Perkins.

Neptune Point (Travis Perkins)

This is the only current large scale town centre development proposal site which is expected to generate additional new traffic.

The traffic generation analysis, as outlined further in this document, concludes that based on nationwide research, a significant proportion of existing traffic on the highway network would be expected to divert to the proposal site. This is based on the fact that the town centre is currently a primary shopping destination for users of the highway network. This means that the majority of shoppers heading for the town centre will potentially divert to the proposal site rather than making specific additional single journeys to and from Neptune Point which would then create new trip generation.

There will be an expected increase of 12-13 % in new traffic generation and this rise can be accommodated in highway capacity terms by way of securing the mitigation measures on Pinner Road as outlined in the following assessment.

Neptune Point Transport Assessment

Analysis of retail element Food Store (A1)/ Cafe-Restaurant (A3)

- Research into the trip generation characteristics of food stores suggests that not all trips attracted to a new store are new to the highway network. Diverted trips can account for up to 90% of trips to a new store. Shopping trips to the proposal site would therefore be expected to divert from the town centre and as such a significant proportion would already be on Pinner Road.
- Independent trip rate studies of comparable supermarket sites on this scale i.e. in the region of 3500m² gross floor space at similar fringe town centre locations, confirm that these sites predominantly feed off 'pass by' /diverted traffic already on the highway network. Pass by and linked trips would account for between 30 – 40 % of trips to a new store.
- There would be an estimated 500 (total in and out) additional vehicular trips generated during the weekday evening and Saturday peak period resulting in a total of 8 Vpm (2 way) using the site.
- Recent comparative observations and surveys carried out at the Sainsbury's store in Pinner, which is similar in scale to the proposal and less than 2 miles away, confirms that traffic generated by this store equates to 5Vpm (total 2 way) at peak times. (See Appendix 2).
- It is also noted that during Saturday peak morning / afternoon periods, Pinner Road does not exhibit any significant traffic queues in both the east and west bound directions.
- The figure of 5Vpm is substantially less than the predicted flows for the proposal site which are more akin to a substantially larger store such as Morrison's in Hatch End which has also been surveyed.
- It is therefore considered a realistic traffic generation figure which can be applied to Neptune Point resulting in a theoretical 19% rise in traffic on the road network.
- This % figure excludes the aspect of potential customers currently on the highway network such as current users of Tesco in Hinds Road which is the nearest supermarket to the proposal site together with pass by /diverted traffic heading for the town centre as its primary shopping destination.
- The figure of 19% traffic increase can be therefore be reduced by approximately a third to reflect the existing potential customer base already on the highway network.

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- This will therefore equate to an overall 12 – 13 % rise in traffic generation as a result of the proposal site. The highway network can accommodate this increase based on the observed free flow traffic conditions in the vicinity of the site in conjunction with the highway mitigation measures proposed. The proposal is therefore considered acceptable in highway terms.

Primary destination –	Trips from home to the town centre and back directly to home.
Pass-by –	A multi purpose trip from a given origin and destination that passes the new retail centre without making a significant network diversion.
Vpm –	Vehicles per minute (total no. entering & leaving the site)

Analysis of residential (C3) element - 147 units

- A total of 75 parking spaces will be provided and accessed via the new roundabout at the Neptune Road/Pinner Road junction.
- In traffic generation terms the minimal scale of parking facilities will amount to between 25 - 40 vehicular trips during peak hour weekday and weekend periods therefore traffic impact onto the local road network will be minimal and is not expected to have a detrimental cumulative impact on the road network.
- The improvements to the highway network, as outlined on the next page under mitigation measures, will assist in negating any resultant traffic impact.
- The high public transport accessibility levels of this location together with the stringent parking controls in the vicinity will maintain low private car ownership /usage linked with the development.

Mitigation measures on Pinner Road

- To address the Saturday peak period of operation of the store it is proposed to make some minor alterations to the Roxborough bridge roundabout to allow for increased lane width on the eastbound approach as shown at **Appendix 3**.
- This will increase road capacity and significantly reduce impact of the predicted development traffic during the 'worse case' scenario and all other periods of the week.
- To further mitigate against potential 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 as shown at **Appendix 3**.
- 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 (175m east of the site) to safely facilitate such manoeuvres as shown at **Appendix 4**.
- 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 food store 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 significant Public Realm enhancements to enhance the connectivity between the site and the Town centre.

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- The location is already reasonably well served with pedestrian crossing facilities however new facilities on Pinner Road are being proposed separately from this application via a Transport for London funding stream initiative (Local Safety Scheme).
- The projected increase in pedestrian movement will be predominantly be accommodated via the bridge underpass. This should positively and significantly contribute to improved pedestrian permeability and connectivity to and from the site particularly with Harrow town centre.

Other concerns raised by Councillors and local Residents

Q There will be vehicles on Pinner road waiting to turn left into the site blocking Pinner Road.

A There will be a generous 'stacking' facility allowing 10 -15 vehicles to enter and wait within the site without overflowing onto Pinner Road.

Q Parking in Roxborough Road and 'County Roads' will increase as a result of the supermarket.

A In the case of the former the town centre Controlled Parking Zone (CPZ) operates throughout the working day Monday to Saturday. There is no evidence to suggest that roads such as Welldon Crescent, Wellesley Road, which are close to the town centre, exhibit measurable levels of shopper related parking on Sunday's when the CPZ is not in operation.

Residents of the 'County roads' resisted a CPZ several years ago. It is considered that this area would not be a convenient location for patrons of the proposal site.

In summary it is envisaged that supermarket shoppers would have little reason to park in nearby roads given the ample on site provision.

Q There is fast moving traffic on Pinner Road.

A The highway mitigation proposals such as the mini - roundabout proposal at the Neptune Road/Pinner Road junction and pedestrian crossing facility proposed under the Local Safety scheme remit will contribute to reducing overall vehicle speeds.

Q The proposed roundabout is too small to facilitate satisfactory vehicle movements.

A The area available for this traffic measure exceeds normal width parameters and has been tested to ensure that all traffic movements can be executed effectively.

Appendix 1

Cumulative Transport Impact of Town Centre Developments

Parking levels (excl Neptune Point)

	Existing	Proposed	Net Increase/Decrease
Gayton Road	303	281	- 22
Harrow College	220	222	+ 2
51College Road	20-30	87	+57
Net increase			+37

Parking breakdown

Gayton Road

Existing – Public Car Park – 283 spaces – library 20 spaces.

Proposed – Public Car Park – 200 spaces – Residential 81 spaces.

Harrow College

Existing – 120 – 130 spaces plus Tfl 90 space Car Park.

Proposed – 20 College spaces plus 202 residential spaces

51 College Road

Existing - 20-30 spaces (the Post office sorting office use was a high trip generator throughout the day. The College Road proposal will therefore realise a reduced trip generation as compared with the former use).

Proposed – 87 spaces

Conclusion – The minor overall net increase in parking provision together with the robust on-street parking controls and high public transport accessibility confirms that these developments will have a negligible effect on the highway network.

Transport for London endorse this statement.

Appendix 2

Trip generation - Sainsbury's, Pinner & Morrison's, Hatch End

	Weekday 5-6pm (2 way)	Saturday 12 noon to 1pm (2 way)	
Sainsbury's Pinner 3300m2 GFA	200Vph* (3 Vpm) **	316 Vph (5 Vpm)	
Morrison's Hatch End 4800m2 GFA	480 Vph (8 Vpm)	560 Vph (9Vpm)	

* Vph = Vehicles per hour ** Vpm = Vehicles per minute

The results indicate that the estimated traffic movement into and out of the site proposal are comparable to the actual movements exhibited at Morrison's, Hatch End which is a substantial larger store (4800m2 GFA) compared to 3485m2 for Neptune Point.

The Sainsbury's store in Pinner, which is of similar scale to the proposal site, reflects substantially reduced traffic movement and would be comparable in usage levels to Neptune Point.

2 way traffic flows during the Saturday peak period in Pinner Road :-

Eastbound = 922Vph = 15 Vpm
Westbound = 677 Vph =11 Vpm

Total 2 way flow = 26 Vpm

The 5Vpm traffic generation predicted from the proposal site would increase traffic levels in Pinner Road by 19% which is reduced to 12 -13% when existing traffic on the highway network diverting to the proposal site is factored in.

COMFORT INN HARROW, 2-12 NORTHWICK PARK ROAD, HARROW

Item: 1/04

P/2030/08/DC3

Ward GREENHILL

EXTENSIONS & ALTERATIONS TO HOTEL TO PROVIDE ADDITIONAL BEDROOMS AND RE-LOCATE CONFERENCE CENTRE (NO ADDITIONAL FLOORSPACE)

Applicant: Grangebrook Ltd
Agent: DPDS Consulting Group
Statutory Expiry Date: 09-SEP-08

RECOMMENDATION

Plan Nos: 011/E, 012/D, 013/D, 014/E, 015/D, 100/B, 101, 102, 103, 104, 105/A, 106
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 commence until details of a scheme indicating the provision to be made for people with mobility impairments, to gain access to, and egress from, the building(s) (without the need to negotiate steps) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and thereafter retained.

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

4 The development hereby permitted shall not commence until details of a scheme indicating the provision to be made for people with mobility impairments, to gain access to, and egress from, the building(s) (without the need to negotiate steps) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and thereafter retained.

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

5 The development hereby permitted shall not commence until details of a scheme to provide 5 car parking spaces have been submitted to and approved in writing by the Local Planning Authority. Such spaces shall be provided and designed to BS 8300 specifications to enable it / them to be used by people with mobility impairments, and the space(s) shall be marked out accordingly. The development shall not be occupied or used until the spaces have been completed in accordance with the approved details and thereafter retained.

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

6 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority. The boundary treatment shall be completed: before the building(s) is / are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

7 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.

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

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

9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s), or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs 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.

10 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.

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

REASON: To safeguard the appearance of the locality.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

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

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

16 Before the development hereby permitted commences a scheme shall be agreed with the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site. The agreed scheme shall be fully implemented before the development hereby permitted takes place and shall be retained in its approved form for so long as the use continues on site.

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

17 The premises shall be used for the purpose specified in the application and for no other purpose, including any other purpose in Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

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

18 All windows in the south eastern wall of the approved development facing the property at 59 Gayton Road shall be glazed in obscure glass and shall thereafter be retained in that form.

REASON: To safeguard the privacy of both neighbouring residents and future occupants.

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

REASON: In the interests of residential amenity.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

The decision to grant permission has been taken having regard to the policies and proposals in the 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:

4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

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

EP25 Noise

S1 The Form of Development and Pattern of Land Use

T6 The Transport Impact of Development Proposals

T13 Parking Standards

Government Guidance: PPS1, PPG13, PPG21

Supplementary Planning Guidance: Designing New Development (March 2003)

Access For All Supplementary Planning Document (April 2006)

2 INFORMATIVE:

The applicant is advised that any window in the flank elevation of the development hereby permitted will not prejudice the future outcome of any application which may be submitted in respect of the adjoining property.

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

Access for All: http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf

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

5 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

6 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.)

7 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 / 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.

8 INFORMATIVE:

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

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

9 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Design and Character of Area (4B.1) (S1, D4, D5, D9, D10)**
- 2) Residential Amenity (EP25, D4, D5)**
- 3) Parking & Highway Safety (T6, T13)**
- 4) Access For All (D4)**

- 5) Hotels & Tourism (R15)
- 6) S17 Crime & Disorder Act (4B.1) (D4)
- 7) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major all other
Site Area:	0.43ha
Hotel Parking:	Standard: 1 space per 5 bedrooms
	Justified: 53
	Provided: 53
Council Interest:	None

b) Site Description

- Irregular shaped building facing the junction of Northwick Park Road and Gayton Road
- Within the hotel site stands 57 Gayton Road and a detached building next to 2 Manor Road
- The main hotel building is part two / part three-storey and number 57 which is to be demolished is three-storey's in height
- The existing car park in front of the hotel is accessed from Northwick Park Road and a further car park is located to the rear of the main building accessed from Manor Road

c) Proposal Details

- Construct a three storey rear extension to existing hotel building on south east corner of the site
- Construct new 2-storey side extension over area of demolished building at 57 Gayton Road
- Construct single storey extension to rear to accommodate kitchen and refuse store facilities
- Provision of additional bedrooms to increase hotel capacity from 73 to 100 rooms
- 3-storey rear extension to provide new rear entrance, 5 new guest rooms on the ground floor, 2 new meeting rooms and an additional 14 guest rooms on upper floors
- 2-storey side extension to provide 4 guest rooms at ground level and 4 guest rooms at first floor level
- Increase in number of parking spaces from 50 to 53
- Demolition of number 57 Gayton Road and part of existing hotel

Revisions to Previous Application:

Following the appeal decision to uphold the Council's refusal of planning application (P/0009/07/CFU) the following amendments have been made:

Item 1/04 : P/2030/08/DC3 continued/...

- Provision of further 9 bedrooms
- Reduction in scale of conference and banqueting facilities proposed to be same as existing

d) Relevant History

P/272/05/CFU	Part single / part 3 storey rear extension and part single part 2 storey extension to No. 57 Gayton Road	REFUSE 22-APR-05
P/2792/05/CFU	Extensions and Alterations to provide additional bedrooms and demolition of No. 57 Gayton Road.	REFUSE 3-NOV-05
P/0009/07/CFU	Extension and Alterations to Hotel	REFUSE 20-MAR-07 APPEAL DISMISSED 03-APR-08

e) Pre Application Discussion

- None

f) Applicant Statement

- The site is a short distance from the town centre and is well served by a wide range of amenities and services and public transport links
- The site currently contains a part 2 / part 3 storey hotel buildings fronting onto the Northwick Park Road, with a 2 storey annexe fronting onto Manor Road
- The building line is set back from Northwick Park Road with a frontage that contains 13 car parking spaces with 37 additional parking spaces to the rear
- The site is relatively large and the current building sits well in the context of the street scene and neighbouring properties. The proposed scheme will make use of the well proportioned site and form a development which is well related to the existing hotel both in form and to neighbouring properties
- The site will be enhanced through additional landscaping
- The revised proposal has addressed the previous reasons for refusal from the last planning application and points made with the planning inspectors appeal decision

g) Consultations:

- None

Advertisement: | Major Development | Expiry: 10-JUL-08

Notifications:

Sent: 96 Replies: 0 Expiry: 07-JUL-08

Summary of Response:

- N/A

APPRAISAL

1) Design & Character of Area

It is considered the proposed development represents a positive addition to the existing hotel buildings whilst at the same time preserving the character and appearance of the surrounding area.

The proposal is considered consistent to policy D4 explanatory paragraph 4.11 of the Harrow Unitary Development Plan 2004 (HUDP), which states that *'buildings should respect the form, massing composition, proportion and materials of the surrounding townscape'*.

This requirement is reinforced under PPS1, which states that development should respond to their local context and create or reinforce local distinctiveness. The character of the surrounding area is predominantly residential in character consisting of detached and semi detached 2-storey houses. The existing hotel is 2-3 storey's in height located on a prominent corner at the intersection of Gayton Road and Northwick Park Road. The hotel itself complements the character and appearance of the surrounding street scene.

Furthermore, explanatory paragraph 4.10 states that *'development should be designed to complement their surroundings and have a satisfactory relationship with adjoining buildings and spaces'*.

It is considered that the proposed development represents a good design approach that would blend in with the character of the existing hotel buildings. The majority of the proposed extensions are to be positioned to the rear of the hotel buildings out of sight of public view. The 3 storey extension would be 9.3m in height dropping to 6.4m at the eaves and located to the south eastern corner of the site and would be subordinate to the main element of the existing hotel building which is 10m in height. The extension would be 11.8m wide and extend rearwards toward the boundary with properties on Manor Road by 9m, extending a further 6.3m than the existing rear building line.

The 2-storey side extension would appear as a 2-storey detached house when viewed from Gayton Road. The roof pitch, window style and building lines would reflect and complement the existing character of the surrounding street scene.

There would be no loss of trees of any significance as a result of the proposal and the proposed landscaping would provide a satisfactory amount of forecourt greenery to preserve the existing suburban character of the surrounding area.

In terms of design the proposal is considered to comply with policies 4B.1 of The London Plan 2004, and D4, D5, D9, D10 of the HUDP 2004 and Supplementary Planning Guidance: Designing New Development (March 2003).

2) Residential Amenity

The proposed development is not considered to adversely affect neighbouring amenity.

There is not considered to be an affect on neighbouring privacy as a result of the proposed development. Windows on the south western flank elevation would be obscure glazed. This requirement is conditioned to this report in the interests of preserving amenity for the occupants of number 59 Greenhill Road.

Privacy to neighbouring gardens can be addressed via landscaping and planting on the boundary, and obscure glazing to windows on side elevations, details of which have been requested by way of condition to this report.

Given the compliance with the 45° Code there is not considered to be any issues with loss of light to neighbouring properties.

The first and main reason for refusal of the previous application was that the additional guest rooms together with the additional conference facilities would be detrimental to the residential amenities of the neighbouring occupants of number 59 Gayton Road and properties in the locality by reason of the additional activity associated with hotel use. This point was upheld by the planning inspector at appeal where it was concluded that *'I consider, however, that on site parking would be unable to meet the potential requirements of the increased conference and banqueting facilities. This would lead to large numbers of cars being parked in adjacent streets or many taxis, coaches or hire cars being used to deliver and collect guests ... this would lead to disturbance late at night to occupiers of dwellings in the surrounding area ... the scale of the increase in the conference and banqueting facilities would lead to unacceptable levels of noise and disturbance in the surrounding area...'*

It is clear from the above that the key concern for the planning inspector was the significant increase in the conference facilities proposed with the previous application.

Noise disturbance and associate activity is not considered to be an issue with the current proposal as is likely to be on par with what is currently experienced. The existing conference facilities make up around 275m² of floor space. The proposed conference facilities would be the same in terms of overall floor space and would be no increase in conference facilities provided on site. This change is considered to address the reason for refusing the previous application.

The additional guestrooms are not considered to contribute to a noticeable difference in noise generated from the site. This point is reinforced by the planning inspector in the appeal decision who stated: *'I do not consider that the proposed increase in guestrooms would result in a material increase in vehicle movements that would result in unacceptable noise and disturbance to occupiers of surrounding dwellings ...'*

A key concern and a subsequent reason for refusal of the previous application was that the proposed extensions would be obtrusive and over bearing when viewed from number 2 Manor Road due to the excessive depth proposed. This concern was not shared by the planning inspector who considered that *'the extension would not be overbearing or result in any unacceptable loss of outlook to occupiers of 2 Manor Road or other adjacent dwellings and would not be inconsistent with UDP policy D5.'* In this instance the proposed extension would be over 25m away from the nearest neighbouring habitable room windows on Manor Road. Given the above it is not considered that the proposed development would adversely affect neighbouring outlook.

Overall the proposed development is not considered to harm neighbouring amenity and is compliant with policy 4B.1 of the London Plan, policies D4, D5, EP25 of the HUDP 2004 and SPG on Designing New Development (March 2003).

3) Parking and Highway Safety

The proposed development would add a further 27 guest rooms to the existing hotel. When applying the HUDP parking standards of 1 space per five rooms means the hotel should have 20 spaces for guests. The existing car park of 50 spaces would comfortably meet this requirement. The proposal would add a further 3 spaces meaning 20 spaces for guests leaving 33 spaces for visitors and employees.

The streets around the hotel are regulated as residents parking zones, meaning people wishing to park on the street need to have a residents parking permit.

The site has a PTAL of 4 and is within walking distance of the 3 train stations and numerous bus links.

It is not considered that the proposal would have an adverse effect on highway safety or parking related issues and is therefore considered to comply with policies T6 and T13 of the HUDP 2004.

4) Access for All

The proposed development would accommodate the needs of disabled persons through a range of inclusive design features such as an internal lift, level access points and the provision of disabled parking spaces.

With the appropriate condition attached to this report the proposed development is considered to comply with policy D4 of the HUDP 2004 and the Harrow Council SPD on Access For All (April 2006).

5) Hotels & Tourism

Policy R15 of the HUDP supports the retention and improvement of hotels where appropriate. In this instance the proposal is considered to comply with this policy.

6) 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 with habitable room windows facing street frontage and communal areas within the development site.

The development proposes a variety of different measures with regards to boundary treatment that will ensure the site is safe and secure.

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 condition attached to this report.

To ensure that these issues are satisfied in greater detail, the relevant Secured by Design conditions have been attached to this report. The proposal is considered to comply with policy 4B.1 of the Consolidated London Plan and policy D4 of the HUDP 2004.

7) 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.

WOOD FARM, WOOD LANE, STANMORE **Item: 1/05**
P/2203/06/DT2
Ward CANONS

DEMOLITION OF BUILDINGS, CONSTRUCTION OF 10 DWELLINGS, REFURBISHMENT OF HOUSE AND DAIRY AND ASSOCIATED ENTRANCES, ROADWAYS AND LANDSCAPE WORKS AND CHANGE OF USE OF FARM TO COUNTRY PARK/OPEN SPACE.

Applicant: C P Holdings Limited
Agent: Kenneth W Reed & Associates
Statutory Expiry Date: 13-NOV-06

RECOMMENDATION

Plan Nos: 1291/21B, 1291/61, 129172C, 1291/73C, 1291/81C, 1291/83C, 1291/84C, 1291/85D, 1291/86D, 1291/87D, 1291/88D, 1291/89D, 1291/90/A, 1291/101/1, 1291/200

INFORM the applicant that

The proposal is acceptable subject to:

- 1) The completion of a legal agreement within one year (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
 - (i) All provisions of this agreement shall be carried out at the cost of the applicant
 - (ii) The Council shall be indemnified against any claims against it arising from the provisions of this agreement
 - (iii) The applicant shall ensure that at all times construction traffic to and from the site uses routes that are agreed with the Highway Authority in writing prior to commencement or demolition or any other work
 - (iv) Compliance with an Environmental, Ecology and Landscape Management Plan to be agreed in writing with the Council prior to the implementation of any part of the development.
 - (v) The following works shall be completed to the satisfaction of the Local Planning Authority prior to the first occupation of the residential development: to a specification of said works to be agreed prior to the execution of the agreement
 - a) Car parking as shown on Plan Ref No 1291/200 within the area defined as the extension to the Stanmore Country Park
 - b) Pathways and bridleways as shown on Plan Ref No 1291/200 within the area defined as the extension to the Stanmore Country Park
 - c) The erection of a visitors centre, being not more than as provided by Part 12 of the GPDO and in a location within the Park to be agreed or use of an existing building for said purpose
 - d) Pathways and bridleways as shown on Plan ref No 1291/200 within the area defined as the extension to the Stanmore Country Park

- e) Works for the clearing, planting and landscaping of the area defined as the Stanmore Country Park shown on Plan No 1291/200 and the provision of bridleways and footpaths as shown, in a scheme to be first approved by the local planning authority
- f) Public access to the land defined on Plan Ref No 1291/200 shall not be restricted in any way, except as provided for in accordance with the planning permission and other statutory provisions

2) A formal decision to **GRANT**, subject to planning conditions noted below will be issued only upon the completion of the aforementioned legal agreement and the advertisement/referral of the application to the Government Office For London in accordance with the Development Plans and Consultation Departure Direction 1999 and the Green Belt Direction 2005.

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

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

2 The design and construction of the units hereby approved according to British Research Establishment Ltd EcoHomes Guidance Document 2005/1.1 March 2005 (BREAM Code 3).

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

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

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

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

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

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

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

(a) the frontage.

(b) the boundary.

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

REASON: In the interests of amenity and highway safety.

6 The access carriageways 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 carriageways 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.

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

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

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

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

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

- (a) the extension/building(s)
- (b) the ground surfacing
- (c) the boundary treatment

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

REASON: To safeguard the appearance of the locality.

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

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

- (a) amenity space
- (b) parking space

and to safeguard the amenity of neighbouring residents.

11 Before any part of the development hereby permitted commences details of a mitigation strategy for the following protected species that have been identified in and around the site shall be submitted to and approved in writing by the Local Planning Authority namely: Bats, Barn Owls, Grass Snakes. The Mitigation Strategy shall include details pursuant to the earlier Outline Mitigation Strategy for Birds that has been submitted.

REASON: In the interest of nature conservation and to comply with HUDP policies EP27 and EP28.

12 Before any part of the development hereby permitted commences details of a programme of eradication of Japanese Knotweed that has been identified on the site shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interest of nature conservation and to comply with HUDP Policy EP26.

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.5 Housing choice
- 3D.9 Green Belt
- 3D.14 Biodiversity and nature conservation
- 4A.1 Tackling climate change
- 4A.7 Renewable Energy
- 4A.14 Sustainable drainage
- 4A.17 Water quality
- 4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- D11 Statutorily Listed Buildings
- D12 Locally Listed Buildings
- D16 Conservation Area Priority
- C17 Access to Leisure, Recreation, Community and Retail Facilities
- EP13 Culverting and Deculverting
- EP26 Habitat Creation and Enhancement
- EP27 Species Protection
- EP28 Conserving and Enhancing Biodiversity
- EP29 Tree Masses and Spines
- EP31 Areas of Special Character
- EP32 Green Belt-Acceptable Land Uses
- EP36 Agriculture
- EP37 Re-Use of Existing Buildings in the Green Belt
- EP41 Green Belt Management Strategy
- H17 Access for Special Households with Particular Needs
- R7 Footpaths, Cyclepaths and Bridleways
- SEP5 Structural Features
- T6 The Transport Impact of Development Proposals
- T13 Parking Standards

Government Guidance:

PPS1, PPG2, PPS3, PPG15, Circular 11/2005 The Town and Country Planning (Green Belt) Direction 2005

2 INFORMATIVE:

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

3 INFORMATIVE:

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

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 (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.)

5 INFORMATIVE:

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

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

6 INFORMATIVE:

Evidence of the possibility of Badgers living in and around the site has been discovered. The applicants and their building contractors and professional/technical consultants are to be aware that under the provisions of the Protection of Badgers Act 1992 it is an offence to kill or harm badgers and their setts. Should badgers and /or their setts be identified during works that are carried out in the development of the site, it is a duty of the applicants and their contractors to notify Natural England immediately.

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1)** Cessation of agricultural use (EP32, EP36)
- 2)** Impact of housing proposal on the character and appearance of the Green Belt (SEP5, EP32, EP41, D4)
- 3)** Impact on Area of Special Character (4B.1) (SEP5, EP31, D4)
- 4)** Design and Appearance of proposal and Impact on character and appearance of Conservation Area (4B.1) (D4, D16)
- 5)** Setting of Listed Buildings (D11)
- 6)** Impact on SINC and trees (3D.9) (SEP5, EP29, EP41)
- 7)** Country Park proposals (3D.9) (EP47, R6, R7, C17)

- 8) Residential amenity (D4, D5)
- 9) Access and parking (T6, T13)
- 10) S17 Crime & Disorder Act (D4)
- 11) Consultation Responses

INFORMATION

The determination of this application has been deferred to enable studies to be carried out to the satisfaction of English Nature.

a) Summary

Statutory Return Type:	Small scale major dwellings
Green Belt	Yes
Conservation Area:	Little Common
Area of Special Character	Harrow Weald Ridge
Site of Nature Conservation Importance	
Site Area:	25.14 ha. (Site area of houses, hardstanding, gardens and access roads = 1.27 HA)
Habitable Rooms:	170
Density:	68 hrph, 4 dph
Car Parking:	Standard: 10 (maximum) Justified: 20 Provided: 20
Lifetime Homes:	Yes
Wheelchair Standards:	1
Council Interest:	Land owner

b) Site Description

- Application site is located in north east of Borough within Green Belt and Harrow Weald Ridge Area of Special Character
- Last use of land was as a pig farm, although not operated as such for many years and now redundant
- Landfilling has taken place over extensive area south of where piggery buildings were located
- Two houses and ancillary barns/farm buildings located in a cluster in north east corner of the site
- 1 house and 1 farm building (Dairy House) Sited further to the west along Wood Lane frontage
- Main vehicular access provided from Wood Lane, about 100m from the eastern boundary
- Secondary access to the west has been unused for some time
- Mature trees along Wood Lane frontage adjacent to other boundaries and within site about 50m from that frontage
- Land slopes down steeply from north to south and towards eastern and western boundaries about 200m south of Wood Lane
-

- Stanmore Country Park abuts southern and part of western boundary of the land, with the Hindu temple (formerly Cloisters Wood Country Club) adjacent to remainder of its western side
- Pear Wood and adjacent area formerly in use as Scouts/Guides camps abut eastern boundary. Apart from area alongside Wood lane boundary the site is designated as a Site for Nature Conservation Interest in the HUDP. It is within a Countryside Conservation area as identified by the London ecology Unit and the Watling Chase Community Forest
- Little Common Conservation area includes 65m of site as far as main access, including a planted strip of land on the frontage.

c) Proposal Details

- Demolition of all buildings including two houses apart from the Dairy House.
- Development of 10 detached houses towards the north eastern boundary of the site in an informal inverted 'V' shaped layout clustered around a village green, with the southern side open, beyond which the Country park extends
- All houses with double garages and gardens
- Houses are large plots with 14 or more habitable rooms
- Houses designed in the 'Arts and Crafts' style with plain clay tiled roofs, brick and rendered elevations and low rooflines with chimneys and dormers set into the ridges
- Dairy House converted into Visitors Centre
- Double garages to each house accessed via western entry point on Wood Lane
- Twelve visitor parking spaces located near to the same entry point.

Revisions to Previous Application:

Following the previous decision (P/1969/05/CFU) the following amendments have been made:

- Reduction in the number of dwellings from twelve to ten and a reconfigured layout that in which the buildings are arranged in a staggered form that retains the open character of the local townscape.

d) Relevant History

P/1609/03/CFU	Demolition of Buildings: Provision of 17 houses, access/parking, conversion of dairy house to information centre with car park, change of use of residual land to country park.	WITHDRAWN 01-JUN-04
P/1969/05/CFU	Redevelopment: 12 houses, access and parking, convert dairy to information centre, change use of residual land to country park (Site with a Tree Preservation Order)	WITHDRAWN

e) Pre Application Discussion

Scheme revised to 10 houses in 206 in discussion with the then Director of Planning.

f) Applicant Statement

- Historically, the site has been a source of continuous environmental problems. The use as a pig farm ceased c 1995 when the use became economically unviable. To comply with EC and Department of Agriculture regulations, the accommodation and feed area needed to be extended. To achieve this Government permission was needed to upgrade the land to the south of the core site within the country park, involving an extensive land fill process
- Over a number of years tipping of waste building materials took place, the Council and the Environment Agency experienced considerable difficulty in controlling the volume of tipping that was taking place and the content of the waste materials. This activity also resulted in damage to the road by heavy vehicles and complaints from neighbours about increased air pollution and damage to trees
- The site was vacated in 1995 and the land and farm buildings have been left to deteriorate. Since then a number of proposals have been submitted for redevelopment including use of the land a golf course in 1992 and in 1998 a proposal was submitted for use of the land as a cemetery. Both were rejected, firstly, because the land was not big enough for the proposed use which would have also needed to be supported by a clubhouse, hotel and extensive car parking, secondly, the latter use was refused because of its size, the inclusion of two crematoriums within the site and because of the effect that such a use would have on the open, informal character of the landscape
- Existing buildings on the site comprise two dwellings, a number of ancillary outbuildings and several former agricultural buildings. The physical condition of these buildings vary, from the somewhat dilapidated dairy to the main dwelling, which is in a habitable condition
- Footprint of existing buildings – 3829sqm
Footprint of proposed houses – 2043sqm
The houses and some of the barns are located in the north eastern area of the site, the rest are scattered across it. And are prominent within the site and when viewed from neighbouring land
- Proposal complies with national guidance and local planning policy
- HUDP Policy EP37 states that the reuse of existing buildings within green belt locations is permissible subject to criteria ensuring that the buildings in question can be refurbished without major reconstruction and that they are not redeveloped to unreasonable proportions that would make them visually obtrusive in their Green Belt setting
- PPG2 provides similar advice. In this instance the existing house is in sound condition as are some of the barns. Their conversion to storage/vehicle repair use is feasible, but the capital return that could be expected would be less than the conversion costs and would not be environmentally acceptable. By contrast, a housing option would provide a maximum return and would have minimal environmental impact
- The footprint of the proposed buildings is slightly larger than the existing footprint. However, it must be stressed that this is an enabling development that will result in wider environmental benefits in return for a limited residential development

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- The capital transfer to the Council, as a result of the development would mean that public access to a rural area would be improved and a link provided between Stanmore Common to the north of the site and Stanmore Country park to the south
- Unsightly and redundant buildings would be removed, a land transfer of over 23 HA would be provided for recreational use and a parkland amenity provided for Harrow residents and the protection of nature conservation interests enhanced

g) Consultations:

Advertisement:	Character of Conservation Area General Notification	Expiry: 14-SEP-06
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Notifications:

Sent: 441	Replies: 5	Expiry: 07-SEP-06
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Summary of Response:

Loss of Greenbelt land and land of natural beauty, contrary to national and local policies; loss of habitats for rare, species of birds, mammals and reptiles, contrary to Council policies; increase in traffic movements and traffic congestion as a result of this proposal and others that have been permitted recently, such as the Mosque and the Temple on Wood Lane and housing developments at RAF Stanmore and the BAE Site; precipitous overdevelopment of Stanmore over the last decade and consequent loss of residential amenity

APPRAISAL

1) Cessation of Agricultural Use

This issue was the subject of a specialist report that the applicants commissioned on the farming potential of the site. The conclusion of the report was that the area of land in question, the type and size of buildings and the quality of the soil type itself makes the identification of a specific type of farming activity difficult. The soil is largely of the 'Essendon' series, having a high clay and stone content and therefore slowly permeable. This type of soil is characterised as being seasonally waterlogged and unsuitable for pig rearing, for example. Certainly, to reintroduce an outdoor herd would be impossible because all year round grazing is required.

To introduce indoor pig farming would be very costly, as the tethering of sows and their offspring is illegal in the UK and the principle internal fittings of the existing buildings would need to be replaced by more humane bedding and feeding arrangements.

The holding is also deficient in other modern legislative farming requirements relating to refuse disposal and measures to counteract pollution and disease.

The report also ruled out the possibility of introducing other types of farming, such as poultry farming, arable farming or market gardening. The report concluded by stressing that the site simply isn't big enough and of a sufficient high standard of soil quality to be able to meet the highly regulated and capital intensive demands of modern farming. The report observed that few viable farm businesses nowadays have holdings of less than 100 acres in area.

As such, no conflict with HUDP Policy EP36 would occur because the proposal would not result in the loss of good quality agricultural land.

2) Impact of the housing proposal on the character and appearance of the Green Belt

The quantum footprint of buildings, access roads, gardens and hard standing in the scheme is 1.27 ha, of which 0.3829 ha is accounted for by the actual dwelling houses. This is approximately 5% of the entire site area and is therefore not a significant amount of development land. It is also a much smaller area than that of the existing farm buildings and the hard standing around them, which amounts to 10,753 sqm (including 3,829 sqm of buildings).

Moreover, the revised layout, in which the houses are set out in a staggered inverted 'V' shape, is less concentrated than in previous schemes, where the buildings had the appearance of an abrupt and rather striking township in an open Green Belt setting, whereas now the development is a lot less obtrusive and sits more comfortably in the gentle, undulating topography of the locality.

It is concluded therefore that no conflict would arise with the requirements of HUDP Policy EP32, which describes the type of built development and uses that are permissible in the Green Belt and HUDP Policy D4. It says that development should take into account the character and the landscape of the locality within which it is to be built.

Moreover, the residual land, which is by far the larger proportion of the site, will, as a result of the development, become available for inclusion in an extended Countryside Park, whereas at the moment the land is consigned to remaining as redundant farmland that cannot be returned to its original use. In conclusion, the scheme would not be visually obtrusive or have an incongruous effect on the Green belt location of the site.

It is for this reason that it is also concluded that the revised scheme cannot be regarded as inappropriate development in the Green Belt, a valid objection to previous schemes on the site. Government Guidance on the subject PPG2 (Planning Policy Guideline Note 2) identifies development that is inappropriate in the Green Belt and housing falls into that category. It, and certain other categories of development can only be justified by the provision of very special circumstances whereby harm to the character of the Green Belt caused by the inappropriateness of the residential use is outweighed by the benefits to the Green Belt, which the proposal would bring about. In this instance, it has been shown that the question of the inappropriateness of the development has been

overcome.

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Furthermore, the benefits that will accrue to the locality as a result of the development have been set out clearly in the report already.

3) Impact on Area of Special Character

The Harrow Weald Ridge Area of Special Character extends from Brockley Hill on the eastern borough boundary through Stanmore and Harrow Weald across to Pinnerwood Park in the west. It is a vast expanse of land that includes virtually the whole northern part of the borough.

None features of the Area of Special Character that are identified as worthy of preservation and protection in HUDP Policy EP31 would be adversely affected by the proposal. The buildings are confined in a relatively cluster in the north eastern corner of the site on a small footprint. They are modest in scale, the tallest of them having a full height of 11m. Thus, views northward of the Harrow Weald ridge would remain unaffected.

The proposed development would not result in the loss of natural features such as ponds, meadows, hedges, ancient field patterns, or any interesting historic buildings or structures e.g. remnants of historic structures or cornerstones. The only buildings that would be demolished are a number of unremarkable and derelict farm buildings. This would not therefore be a cause of conflict with policy for the Area of Special Character.

4) Design and Appearance of Proposals and Impact on Character and Appearance of Conservation Area

The previous schemes that have been submitted for the redevelopment of the site have all been concerned with the effect on the Little Common Conservation Area to the west of the site. Indeed, land on the northern periphery of the site on Wood lane itself is now included in the conservation area, following its extension in 2001.

The current scheme is a modification of the earlier scheme for twelve houses which has been revised purely because of objections that the footprint and siting of the development would have an overbearing effect on the character and appearance of the conservation area, introducing a discordant theme to its open, rural setting.

Consequently, the number of dwellings has been reduced to 10. The two dwellings that were deleted from the original scheme were sited too near to the substantive part of the Little Common Conservation Area and related poorly to the lower scale, mass and historic appearance of the cottages in that hamlet and also, equally, because they related badly to the main cluster of proposed dwellings that are located towards the north eastern boundary of the site in an informal pattern. The two dwellings, being of substantial size and scale, appeared to be out on a limb, having no reference to the established pattern of built development or to the wider open character of the locality either.

Along with these changes, the dwellings themselves are designed with reference to the architectural characteristics of the Little Common Conservation Area in terms of design and appearance, although they have greater bulk, massing and layout than the traditional small-scale cottages of Little Common. This is in recognition of the modern demands for more spacious dwellings that can accommodate the more lavish needs of the 21st Century. As opposed to the more basic amenities that were provided when many of the houses in Little Common were built.

The rusticated cottage form of the houses reflects the architectural vernacular of the 'Arts and Crafts' style. This is exemplified by the low lying steeply pitched roofs, small dormers and rooms in the roof space, overhanging eaves and small casement window panes, chimney stacks, tile hanging and brick and rendered walls.

The demolition of the old farm buildings will not be harmful to the appearance and character of the conservation area because they are on the edge of the area and play no part in the architectural fabric or the historic interest of the conservation area. The proposed dwellings will also be located distinct from the substantive part of the conservation area and will have no adverse effects on its setting. No conflict would therefore arise with the requirements of HUDP Policy D16, on the need for the integrity of conservation areas to be preserved.

5) Setting of Listed Buildings

The Listed Buildings in question are on the adjoining site formerly known as Cloisters Wood Fitness club and now in use as a Hindu Temple. This site is on the western boundary of Wood Farm and is also part of the Little Common Conservation Area. The listed buildings are Garden Cottage and its boundary wall. Because the two long flat roofed buildings that front Wood Lane adjoin Garden Cottage, they are also classified as listed buildings by virtue of the fact that they are within its curtilage. These buildings are a distance of roughly 230 to 240m from the westernmost footprint of the proposed dwellings. At such a distance the question of the effect on the settings of those buildings can be discounted and no conflict with HUDP Policy D11 or national guidance (PPG2) would occur.

6) Impact on Ecology and Trees

The submission of an adequate ecology survey was not forthcoming for some time due to the need to survey over at least 12 months. This work has been completed and is set out in the Ecology Survey Final Report. Broadly, the key conclusion is that the effect on habitats, some of them protected species in Law, principally bats, barn owls, a wide variety of birds, grass snakes and badgers, would not be harmful. In addition a Bat mitigation and Enhancement Strategy has been submitted.

Several conditions and informatives are recommended along with the need for additional mitigation strategies relating to the possibility of compensatory measures for the displacement of some of the species whose presence has been

identified.

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As the site is one of Borough Importance for Nature Conservation, such compensation by an equivalent area of land of equivalent habitat quality is a requirement of HUDP Policy EP28 and is also set out in the advice in national guidance in the form of PPS9 (Planning Policy Statement 9 – Biodiversity and Ecological Investigation).

An Environment, Ecology and Landscape Management Plan is part of the S106 heads. This plan will include monitoring of habitats created, their roosting and nesting patterns and the quality of the landscape they depend upon. The Plan will need to be reviewed regularly to ensure that conditions for wildlife are satisfactory. This has been acknowledged in the Landscape Supporting Statement submitted by the applicants, and the Plan should include both the residual that is proposed as the extension to Stanmore Country Park and the area of redevelopment itself. This and the cost of managing and maintaining the extension to the Country Park must be included as a S106 Obligation.

7) Country Park Proposals

Along with a detailed report submitted by Land Use Consultants (entitled 'Landscape Supporting Statement') on behalf of the applicants that outlines the financial details of the residual land transfer to the Council, the costs and particulars of the future management and maintenance of the extension to the Country Park are included in the S106 Agreement.

8) Residential Amenity

The only site nearby where the effects of the development on neighbouring amenity could be feasibly considered is the adjoining development on the western boundary of the site, The Hindu Temple. As this site is a Place of Worship and within the D1 (Non-Residential Institutions) Use Class, the advice in HUDP Policy D5 would not be relevant.

Moreover, concern that noise, disturbance and the possibility that an unneighbourly relationship might arise between the existing use and the proposed dwellings can also be discounted, given the long distance between the existing buildings in the Temple site and the proposed dwellings.

9) Access and Parking

The houses have double garages, which is appropriate to dwellings of this size. The houses have between 15 to 20 habitable rooms. They are set within generous plot widths in a spacious setting. The parking provision of 2 spaces per dwelling exceeds the maximum standard set in HUDP Policy T13. However, this has to be considered in the light of the fact that the site is in a remote, semi rural part of the borough that does not enjoy good local public transport and has a low PTAL (Public Transport Accessibility Level). Wood Lane itself is a unclassified road with a narrow footpath.

In these circumstances the dependency on car borne travel by future occupiers, who are likely to be large families with children, would be unavoidable. The proposed Travel Plan will go some way to ease car use, and in this instance, it is

concluded that no conflict would arise with HUDP Policy T13.
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10) S17 Crime & Disorder Act

Condition 3 has been imposed so that details of the development have regard to 'Secure by Design'.

11) Consultation Responses:

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

- As addressed in the appraisal section of the report.

CONCLUSION

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

CHRISTCHURCH AVENUE, HARROW

**Item: 1/06
P/2675/08/GL**

Ward MARLBOROUGH

SINGLE-STOREY BUILDING TO PROVIDE RESIDENTIAL HOME (USE CLASS C2)

Applicant: Harrow Council
Agent: David Kann Associates
Statutory Expiry Date: | 25-SEP-08

RECOMMENDATION

Plan Nos: KG/BP/01 Rev A; /02; /03 Rev A; /04 Rev A; /05 Rev A; Design and Access Statement

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

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

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

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

- (a) the extension/building(s)
- (b) 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.

3 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.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

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

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

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

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

8 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.

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10 No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to, and approved by, the local planning authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

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

9 The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

REASON: The existing trees represent an important amenity feature which the local planning authority considers should be protected.

11 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.

12 The development hereby permitted until details for the on-site generation of at least 20% of the development's requirements have been submitted to, and approved in writing by, the Local Planning Authority. The on-site generation facilities shall be provided in accordance with the approved details prior to the first occupation of the development and shall be permanently retained.

REASON: In the interests of creating a more sustainable 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:

Harrow Unitary Development Plan:

4A.7, D4, D5, D9, H14, T6, T13, SPG, Designing New Development, SPD: Access for All)

Item 1/06 : P/2675/08/GL continued/...

2 INFORMATIVE:

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

3 INFORMATIVE:

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

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

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

- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Character and Appearance of the Area (D4, D5, D9, SPG)
- 2) Care Home Provision (H14, SPD)
- 3) Renewable Energy (4A.7)
- 4) Highways Considerations (T6, T13)
- 5) S17 Crime & Disorder Act (D4)
- 6) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	<i>Minor Development</i>
Site Area:	0.257ha gross
Car Parking	Standard <u>Assess on merit</u> Provided 14 (shared with neighbouring site)
Council Interest:	Council owned land

b) Site Description

- Site is a redundant lido and on a triangular plot of land adjacent Harrow Leisure Centre;
- To the west is a boundary wall that is approximately 2.5m high with houses located beyond this boundary (Byron Road);
- To the north is the redundant Peel Road mortuary site;
- To the immediate east of the application site is a neighbourhood resource centre currently in course of construction

c) Proposal Details

- Demolition of existing buildings on site; filling in of redundant swimming pool
- Construction of single-storey residential home
- Building would have two rows of 12 bedrooms (in total), each with en suite facilities, arranged both sides of an internal avenue running north east to south west, with associated day rooms, medical rooms, staff accommodation and dining/catering facilities within a projection north west of the avenue.
- The building would be approximately 40m wide on the Christchurch Avenue frontage and approximately 36m deep.
- Design would incorporate gables on each elevation and two octagonal turrets either side of main entrance
- Development would have landscaped garden to the rear
- Parking area, and drop-off area would be on the neighbouring Neighbourhood Resource Centre site and shared with that development

d) Relevant History

The planning history refers to land immediately to the east of the application site, between the site and Harrow Leisure Centre

P/2270/07/DFU Part single, part two storey Granted
neighbourhood resource centre, with 10-Sep-2007
associated access and parking

e) Pre-Application Discussion

PAM/ENQ.2252/12/06/07

Proposed scheme is acceptable in principle; general design approach commended, but turrets could be more interesting features

f) Applicant Statement

- Building would be wheelchair accessible; design would reflect characteristics of neighbourhood; proposal incorporates sustainable energy; area has good local facilities and transport links

g) Consultations:

Thames Water: No objection

Notifications:

Sent:
48

Replies:
0

Expiry:
25-AUG-08

Summary of Response:

- None.

APPRAISAL

1) Character and Appearance of the Area

The principle of development of the site has been established through a 2006 design brief, and the proposed care home was considered acceptable by a Planning Advice Meeting in 2007.

The proposed care home would be a single-storey building. The design on the Christchurch Avenue frontage would incorporate gables that would break up the frontage and reduce the impression of the size of the building.

The main entrance to the building would be flanked by octagonal turrets. These would provide a clear visual entrance portal and would provide interest to the building.

The design of the building is considered acceptable and it would compliment the character and appearance of the area.

A condition has been attached requiring samples of materials to be submitted and approved to ensure that the finished development has a satisfactory appearance.

Although landscaping details have been supplied with the application, it is considered that more details of hard and soft landscaping are required, and that the masterplan could, therefore, subsequently change. For example, the proposed line of trees, alternating in species, surrounding the whole site, could make the site feel enclosed and oppressive.

Conditions have been added to the decision requiring that full details of hard and soft landscaping, as well as proposed levels, be approved prior to the implementation of the permission. The landscaping details should include a plant schedule of plant sizes, numbers, densities and future spreads, as well as details of landscaping maintenance and tree protection measures. The landscaping details should also include full details of gates, fences, piers, walls and paving.

2) Care Home Provision

Policy H14 of the Harrow Unitary development Plan notes that redevelopment into residential care homes would normally be permitted provided there would be no significant adverse environmental effects on surrounding properties or the character of the locality; that there is good public transport accessibility; that there are other facilities such as shops, day centres and healthcare facilities nearby and that there is adequate off street parking.

It is considered that each of these criteria are satisfied, and the proposal is therefore considered acceptable.

3) Renewable Energy

The proposal would incorporate facilities to generate 20% of the building's energy use on site. The proposed mechanisms for the generation of this energy have been outlined in the design and access statement include: combined heat and power, a closed loop ground source heat pump, photo voltaics, solar thermal panels and a biomass boiler.

These proposals would be in accordance with London Plan policy 4A.7. However, further details of the methods to be implemented are required to meet the 20% target, and therefore a suitable condition is attached.

4) Highways Considerations

Christchurch Avenue is a no through road for most vehicular traffic (buses are permitted to access the roundabout at the junction with Forward Drive and Byron Road). The proposal would share access and parking with the neighbouring approved Neighbourhood Resource Centre. Although the proposal would involve some traffic generation, the access arrangements and the level of parking provision are considered acceptable.

5) S17 Crime & Disorder Act

The proposal would have no impact with respect to this legislation.

6) Consultation Responses

None.

CONCLUSION

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

SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

SECTION 3 – OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

SECTION 4 – CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

SECTION 5 - PRIOR APPROVAL APPLICATIONS