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Item: 1/01

Temple House, 221-225 Station Road, P/2016/09  
Harrow, HA1 2TH

Ward

OUTLINE APPLICATION: DEMOLITION OF EXISTING OFFICE BUILDING AND RE-DEVELOPMENT OF SITE FOR NEW PART 2, PART 3 AND PART 4 STOREY HOTEL (CLASS C1)

**Applicant:** MP & G Trading

**Agent:** Kenneth W Reed & Associates.

**Statutory Expiry Date:** 22/03/2010

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## RECOMMENDATION

**INFORM** the applicant that:

1. The proposal is acceptable subject to the completion of a legal agreement within 6 months of the date of the Council's decision, to include the following Heads of Terms:
  - i) **Public realm and public transport improvements:** Payment of £50,000 towards two-way Station Road improvements [prior to first use of the development].
  - ii) **Harrow Pledge:** Sign up to Harrow Pledge and a Local Employment Partnership [prior to first use of the development]. Contribution of £10,000 towards the Construction Training Initiative and local employment initiatives including the Xcite Project [prior to first use of the development].
  - iii) **Legal Fees:** Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.
  - iv) **Planning Administration Fee:** Payment of £3,000 administration fee for the monitoring of and compliance with this agreement.
2. A formal decision notice to GRANT OUTLINE permission for the development described in the application and submitted plans and materials, subject to planning condition[s] will be issued upon completion by the applicant of the aforementioned legal agreement.

## REASON

The proposed development represents an acceptable re-use of this town center site for a purpose that will support the continued vitality and viability of the Metropolitan town center. The loss of employment floorspace within Temple House has been balanced against the provisions of policy R15 and EM24 of the UDP and Policies 3B.9, 3D.1 and 3D.7 of the London Plan and together with the provisions within the S106, would be mitigated through the new employment opportunities associated with the development and the delivery of construction and local employment training initiatives within the area.

The impact of the scale and layout of the proposed building, having regard to the sites context and surrounding uses, including the residential properties to the rear and those future properties to the north of the site, has been assessed and is considered to be acceptable. The sites location, public transport accessibility and access to off site parking renders the transport impacts of the development acceptable, subject to a green travel plan. The overall scale and massing of the

development would be consistent with the scale of development nearby and the development, subject to the reserved matters, is considered to represent a positive response to the opportunities presented by the site. Having regard to the representations received, these do not introduce material planning considerations that would outweigh the overall conclusions on the merits of the proposals.

The proposal is therefore considered to accord overall with the provisions of the development plan for the area (listed below) and satisfactorily address those other impacts that represent material planning considerations.

**National Planning Policy:**

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 4: Planning for Sustainable Economic Development

Planning Policy Guidance 13: Transport

Planning Policy Statement 22: Renewable Energy

Good Practice Guide on Planning for Tourism

**The London Plan [2008]:**

2A.8 Town Centres

3A.3 Maximising the potential of sites

3B.1 Developing London's economy

3B.11 Improving employment opportunities for Londoners

3C.2 Matching development to transport capacity

3C.21 Improving conditions for walking

3C.23 Parking strategy

3D.1 Tourism

3D.7 Visitor accommodation and facilities

4A.3 Sustainable design and construction

4A.4 Energy assessment

4A.7 Renewable energy

4B.1 Design principles for a compact city

4B.2 Promoting world-class architecture and design

4B.5 Creating an inclusive environment

**Saved Policies of the London Borough of Harrow Unitary Development Plan [2004]:**

S1 The Form of Development and Pattern of Land Use

D4 The Standard of Design and Layout

EM15 Land and Buildings in Business, Industrial and Warehousing – Outside Designated Areas

EM24 Town Centre Environment

R15 Hotels and Guest Houses

C16 Access to Buildings and Public Spaces

T6 The Transport Impact of Development Proposals

T13 Parking Standards

Harrow's Sustainable Community Strategy [Mar 09]

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**MAIN CONSIDERATIONS AND POLICIES [The London Plan 2008 & Saved Policies of the Harrow Unitary Development Plan 2004 and any other relevant guidance]**

**1) Principle of Development and Land Use [Loss of B1 Floorspace]**

The London Plan 2008: 3A.3, 3B.9, 3D.1, 3D.7, 4B.1.

London Borough of Harrow UDP 2004: S1, EM15, EM24, R15.

**2) Design and Character of the Area**

The London Plan 2008: 4B.1, 4B.2.

London Borough of Harrow UDP 2004: D4.

**3) Access**

The London Plan 2008: 3D.7, 4B.5.

London Borough of Harrow UDP 2004: C16.

**5) Sustainability**

The London Plan 2008: 4A.3, 4A.4, 4A.7.

LBH Sustainable construction SPD

**6) Highways**

The London Plan 2008: 3C.2, 3C.21, 3C.23.

London Borough of Harrow UDP 2004: T6

**7) Local Employment and Training**

The London Plan 2008: 3B.1, 3B.11

**8) S17 Crime & Disorder Act**

London Borough of Harrow UDP 2004: D4

**9) Consultation Responses**

**INFORMATION**

**a) Summary**

Statutory Return Type: Major Dwellings

Site Area: 2894.8 sqm

Car Parking: Provided 2 disabled

Wheelchair Standards 6 disabled bedrooms [Exceeds Approved Document M of The Building Regulations 2000]

Council Interest: None

**b) Site Description**

- Temple House is a three-storey office building situated on the corner of Greenhill Way and Station Road. Access to the offices is via a reception on this corner. A substantial, linear car park lies to the west of the building with access from Greenhill Way.
- The existing office building is set back from Station Road and lies on the back of the footway to Greenhill Way.
- The site is a highly visible corner location in the town centre.
- The site is bordered by Greenhill Way, and lies opposite the Council owned car park.
- To the north of the site is Fairholme Road. This road comprises primarily residential 2 story terraced properties, whose rear elevations back onto and overlook the site.
- Temple House is a three-storey post war office building with glazed elevations to Greenhill Way and High Street and a solid wall facing properties in Fairholme Road.

- To the west of the site, a 2008 planning permission authorises a 3, 4 and 5 storey residential development. This building has not been constructed.
- The car park area of the site is enclosed partially by Hoardings onto Greenhill Way. The boundary of properties on Fairholme Road comprises a mix of enclosures but principally 2-2.5m fences.

**c) Proposal Details**

- Outline planning application (including access, layout and scale).
- Demolition of the existing 3-storey office building.
- Erection of a part 2, part 3 and part 4-storey hotel (Class C1) building providing 86 rooms, and an entrance foyer, kitchen and dining room on the ground floor.
- A small service yard, accessed by an existing crossover from Greenhill Way provides space for bins, kitchen deliveries and a drop off for visitors together with 2 disabled parking spaces.
- The building layout reflects the sites limited depth, linear form and the curve of Greenhill Way. The four-storey element is sited in place of the 3-storey office building. The three-storey element is located primarily at the western end of the site and is set away from the boundary with gardens on Fairholme Road by a minimum of 16m. The two-storey element is located in the centre of the site, some 9-11m from the ground floor extensions to homes on Fairholme Road. A single storey rear projection, containing the kitchen and dining area towards the western end of the building lies some 1.4m from the boundary with the gardens on Fairholme Road.
- An indicative landscaping scheme, comprising frontage planting and two small gardens to the rear of the building is shown.
- The floor plans suggest that bedrooms on the first floor and above enjoy shallow balcony's. This takes the form of a curved balcony on the narrow eastern elevation facing Station Road.

**d) Relevant History**

- Prior to 2007 the land to the west of the building was a large car park concealed by hoardings. It was split north/south under the applicant's ownership and Harrow Council. In 2007 this land was reappropriated with an east/west split with a new vehicular access to the site.
- P/1721/08. Planning permission granted for a three, four & five storey residential development, adjacent to site. Yet to be implemented.

**e) Pre Application Discussion**

- The Agent held pre-application meetings in 2007 with Harrow Council Planning Service in connection with a 6-storey development for 34 flats.

**f) Applicant Statement**

- Given the sites sustainable location and accessibility to public transport, the proposed scheme for this site is proposed to be car free.
- We have been urged to respect the distances to the properties in Fairholme Road and increase height only in the vicinity of the existing building and on the prominent corner.
- There appears to be no opposition to the development of the site for a

hotel use and there appears to be no requirements for car parking on the site bearing in mind the accessibility to public transport and nearby car parks.

- The existing access is acceptable for disabled parking, servicing and refuse collection.
- The removal of the traffic generated by the existing car park is seen as an improvement for traffic movement on Greenhill Way.
- Currently there are no proposals for the Debenhams car park site and for the time being this would be retained in its current form.
- A new Town Centre Strategy plan is currently being formulated, but it is unlikely that the proposed development of the application site in any way will have an adverse impact on any other redevelopment opportunities.
- In terms of design, the hotel rooms can all face south with the ancillary accommodation to the rear. This will provide good daylighting and create no overlooking.
- The application is in outline only at this stage and appearance has been left as a reserved matter so that it can be developed to any style required by the operator. The plans and elevations have however been designed with sufficient scope for numerous elevational treatments and balconies which will enable a quality building to be produced in due course.
- This will also ensure orientation, shading and other designed controls can be accommodated to promote and ensure a sustainable design in terms of renewable energy and energy conservation.
- The design in terms of the distance from the rear pavement of Greenhill Way also needs to provide sufficient space to incorporate measures for crime prevention and security.
- There are no trees or landscaping features on the site and a buffer zone also needs to be included to the north side of Greenhill Way to provide green space along this important street elevation.
- Servicing and refuse collection needs to be considered in accordance with Harrow Standards and this will need to be provided adjacent to the existing access point to Greenhill Way. It will need to be secure and concealed so that there is no impact on the street scene.
- The hotel will need to be accessible and all necessary provision for the disabled will need to be provided.

**g) Consultations:**

Traffic Engineer

Proposal is considered acceptable as the location provides sustainable transport measures and demand for parking will be low. S106 contributions are sought for public transport improvements.

Drainage Engineer

No objections to the proposal, standard conditions to be applied.

**Site Notice:** Major Development 2 Site Notices.

**Notifications:**

Sent: 168

Replies:

1

**Summary of Responses:**

1 representation received objecting to the proposal on the following grounds:

Object

- No demand for hotel;
- Increased noise;
- Increased traffic;
- No need for additional entertainment facilities;
- Inappropriate for the area;
- Parking shortage; and
- Excessive number of hotels in the area.

## **APPRAISAL**

### **1) Principle of Development and Land Use [Loss of B1 Business Floorspace]**

The application site is identified in the development plan for the area as within the town centre. Policy EM 15 of the Harrow UDP requires that where it is proposed for floorspace to be lost to a non business class use, evidence be provided to demonstrate that the existing use is not required; sufficient other sites remain for the use; there is no harm to the local economy and access to the site by public transport and delivery vehicles is poor. In such circumstances, the policy seeks a mixed-use scheme ahead of a non-business class use.

The commentary to the policy makes special reference to the need for small and medium businesses to grow within the borough and presumes against the loss of premises for such enterprises. Policy 3B.2 of the London Plan meanwhile encourages a dynamic process for managing office floorspace and raising its quality through new build, area based consolidation and renewal. The London plan recognises the care required to maintain London's office stock, and given particular emphasis to the need to enhance the stock in town centres outside the CAZ. In parallel, the London Plan promotes the development of strategies for phased release of surplus space.

London Plan Policy 3D.7 promotes growth of hotel bed-spaces in London. London Plan Policy 3B.9 meanwhile seeks to enhance the quality and appeal of London's tourism offer and encourage tourism development especially in town centres with good accessibility. Policy R15 of the UDP encourages the creation of large, purpose built hotel accommodation to supplement the existing supply of such stock, in accessible locations close to Harrow town centre. It reflects wider recognition of the role of tourism in future economic prosperity of the borough and the broad support given to re-enforcing town centres functional role in London provided by London Plan policy 3D.1.

Planning Policy Statement 4; Planning for Sustainable Economic Development was adopted in December 2009. The policy statement and specific provisions set out an objective of ensuring that new development contributes positively to existing town centres and encourages a degree of flexibility, subject to specific criteria, in assessing new development. Notably, in consolidating earlier PPG's PPS4 addresses not just B class business uses but also retail, leisure and

cultural uses. It requires, in specific cases, sequential testing of sites for uses, including hotels and acknowledges that hotel uses are appropriate, alongside a range of others, in delivering sustainable economic growth in centres. It promotes competition and the development of new uses in response to existing and forecast demands.

In support of the proposed development, the applicant has provided evidence of under occupation of the existing building and long-term vacancy. Some 30% of the small 46 office units are currently vacant. The office building provides some 1284 sq.m of B1 floorspace. Based upon the applicant's figures, approximately 900 sq.m is currently occupied and would need to be re-located elsewhere in the town were the building to be removed. The Councils AMR suggests that the town centre currently has some 340,150 sq.m of office space, of which 40,457 sq m is vacant. This represents an oversupply of floorspace, which has an effect on rental values and vacancy rates across the town.

Whilst presuming against the loss of accessible office floorspace in the town centre in line with EM15, the UDP does not specifically allocate land for new hotel development to meet the aspirations of policy R15 or to support policy EM24. The two policies objectives will not always complement one another and in the context of the existing supply of employment land and the provisions in recently published national guidance, a more balanced consideration of both UDP and London Plan policies is required in this case.

The application site is not considered to be capable of mixed-use development involving a combination of class B use classes. Whilst enjoying on site parking, this site, in comparison to other offices within Harrow town centre, is remote from both of the train stations and the public transport Hub at College Road. Access to buses is nevertheless good. The building does not however currently sit within an existing office "cluster" in Harrow town centre.

The proposed re-development for hotel use would complement and re-enforce the commercial function of the Metropolitan Town Centre with a purpose built hotel, which, whilst lacking conference facilities in its present format responds to the broad policy aspirations in the London Plan and UDP. Whilst acknowledging more recent applications for conversion of office premises (in St Anne's Road) and new build (at apex House - currently under consideration), the proposed re-development of this site is, on balance, considered to be capable of providing benefits to the town centre which over the short and long term would outweigh the harm associated with the loss of employment space on this site. In meeting the need for hotel bed spaces, the development would also support policy EM24; promoting initiatives to improve the evening economy in the town centre. The identification of surplus alternative office floorspace in the town centre in the employment land review further, suggests that any displaced office floorspace as a result of the development could be accommodated within the town centre.

Subject to meeting the development plan policy requirements for high quality, sustainable development, discussed below, it is therefore considered that the redevelopment of the site for a hotel is, on balance, acceptable within the terms of the development plan and that the principle of development is accordingly considered to be acceptable.

## 2) Scale and layout

The proposal seeks to create a hotel over two, three & four storeys. The hotel is at its tallest at the western and eastern ends of this long narrow site. The proposal lowers to two floors and a single storey in the middle section where it is at its closest point to residential properties in Fairholme Road. The four-storey component of the building, replaces the area previously occupied by Temple House, which is 10.2m high (with a small fourth service floor up to 12.4m). The replacement building is 12.8m high. The application has been amended following its submission to remove a proposed fifth floor which would have been 15.8m high.

A sunlight and daylight assessment has been undertaken by the applicants. Based upon the earlier proposal (with a fifth floor) the assessment examines the impact upon properties at 5-15 Fairholme Road. The study follows an approved methodology for such assessments and assesses the impact upon each individual window in 5-15 Fairholme Road. The study concludes that sunlight to windows and the impact of overshadowing on the gardens of the houses falls within acceptable levels (based upon the BRE methodology). In respect of daylight to windows in homes on Fairholme Road, for specific windows fail the standard marginally. These windows in Nos 11, 13 and 15 Fairholme Road. In the case of 11 and 13 Fairholme Road, the windows affected are on the ground floor within single storey rear wings to the houses. In the case of No 15, which has been extended to the rear the affected windows serve a single storey rear extension, which is already subject to overshadowing from a "canopy", built within the rear garden. In that case, the estimated figure is therefore considered to be unlikely to present a true picture of the impacts.

The reduction in the height of the eastern end of the building may have a positive impact upon the daylight and sunlight assessment to a number of properties. The conclusions of the assessment overall are that:

- The results of the Average Daylight Factor test indicate that the impact of the development will be relatively low,
- All windows pass both the total annual sunlight hours test and the winter sunlight hours test,
- The results of the overshadowing test show that there will be a 5% reduction in sunlight availability. This is better than the BRE minimum requirement, which permits a loss of up to 20%.
- Whilst there are minor transgressions of the BRE recommendations, express an opinion that the development is acceptable when taking into account all of the material planning considerations, which affect the site layout design.

These conclusions are, based upon officer's assessment of the impacts on site, considered to be fair and the scale of development insofar as its impact upon neighbouring properties is accordingly considered to be acceptable. To the rear of No's 13 and 15, the Building I no more than 2 storeys in height. Whilst acknowledging the potential impact on sunlight and daylight, overall, the proposed scale and layout of the building is not considered to result in significant harmful impacts upon these properties.



In the context of the character and appearance of the area, the layout and scale of the building is considered to respond appropriate to the sites location, alongside a main road around the town centre. The layout of the new building, and point of access, is dictated by the shape of the site and the need to address impacts upon properties in Fairholme Road. The illustrative plans provided show how the scale and layout result in a building which could be designed to complement and enhance the appearance of the area and provide a suitably high quality response to this substantial (and currently open) frontage. At the eastern end of the site, the building would appear as a taller structure rising above the adjoining 2 storey properties at 219-215 Station road. The set back at this corner, differing form (with a flat as opposed to pitch roof) and relative heights of the existing and proposed buildings would mean that in longer views from Station Road from the North, the new building would appear as an obviously different scale of development to the adjoining premises. This contrast in scale is not however, in the context of the already mixed urban grain along Station Road, considered to be inappropriate or harmful to the character or appearance of the area. The detailing of the building and elevational treatment will nevertheless be important to ensure that this relationship is properly considered for both the long and short term.

The layout of the site provides for an open rear storage/service yard adjacent to the properties on Fairholme Road. Some re-design has taken place to ensure that bin storage (particularly for the kitchen/bar areas) is capable of suitable enclosure to contain late night noise and disturbance. Subject to appropriate conditions to manage kitchen extract arrangements, external lighting and refuse collection and management, the layout should not result in any significant adverse impacts upon residential amenity. The building itself, in use, is considered unlikely to result in significant levels of overlooking (the layout shows all rooms arranged to face southwards to Greenhill Way) or late night disturbance from guests coming and going.

For the above reasons, the proposed development is considered to respond satisfactorily to the requirements of London Plan 2008 Policies 4B.1 and 4B.2 and London Borough of Harrow UDP 2004 Policy D4.

### **3) Accessibility.**

The proposal identifies 5% of the 86 bedrooms as wheelchair accessible rooms. The new hotel would be provided with level access thresholds and lift access to all floors thus ensuring the design is inclusive.

Fixtures and fittings will be designed to give easy use by disabled people horizontal as well as vertical circulation routes will be adequate for the disabled. Bedrooms will be designed in accordance with BS8300.

The proposal is designed in accord with the aspirations within Harrows SPD.

Two disabled parking spaces are provided and there is a drop off point at the entrance, from which area level access is available to the entrance and reception. This will be clearly lit and sign posted and the reception desk will have a lowered section for wheelchair users to register and converse with the reception. Reception features will be designed to BS8300. There is lift access to all floors.

The proposed development is therefore considered acceptable and complies with Harrow UDP 2004 Policy C16.

## **6) Highways**

The site is in a highly accessible location and lies opposite Greenhill Way car park and in proximity to a number of other town centre car parks. The lack of on site car parking provision for this proposal is acceptable. Contributions towards public transport enhancement in the vicinity of the site, to promote mode shift in line with the Councils (and TFL) transport strategy are sought, specifically in this case for the two way Station Road Project.

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

It is considered that the proposal would not have any detrimental impact upon community safety and is therefore acceptable on these grounds.

## **8) Consultation Responses**

There has been 1 representation received objecting to the proposal. In the context of national, regional and local planning policy, the development of new purpose built hotel accommodation would be encouraged for the reasons set out above. Whilst acknowledging the risk to existing hotels from such developments, PPS1 and PPS4 promote choice and competition and resist planning decisions being made on grounds of competition save where such matters are in the wider public interest. The concerns around traffic generation are noted but given the need for use of existing car parking, the proposed development is not considered to promote new vehicle movements or skew the use of the existing network to an extent that the highway impact of the development would be significant or unacceptable. All other matters raised in the objection have been considered in detail above. The objection received would not introduce material considerations that, in this case, justify the refusal of the application.

## **CONCLUSION**

The proposed development would serve to replace an existing office building with a new purpose built large hotel. Within the context of the development plan, the proposed development is considered to require the balancing of policy objectives; between retaining the office space and promoting new tourist facilities for the town. On balance officers have considered that the delivery of the tourism objectives in the plan outweigh the consequences arising from the loss of employment use on the site. The impact of the scale and layout and access are considered, for the reasons set out above, to be acceptable. Accordingly, the proposed development is considered to accord with the policy objectives of the development plan for the area and notwithstanding the objection received, no material planning considerations have been identified that, subject to conditions and the S106 planning agreement,

cannot be mitigated. Approval is accordingly recommended.

## CONDITIONS

1. 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) design of the building(s)
  - (b) landscaping of the site

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

2. No construction / works in connection with the proposed development shall be carried out before 0800hrs or after 1800hrs on weekdays and Saturdays or at any time on Sundays or Bank Holidays.

REASON: To safeguard the amenity of neighbouring residents.

3. 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.

4. The development hereby permitted shall not commence until a scheme for: the management, storage and disposal of refuse/waste, including arrangements and hours for vehicle collection of waste/refuse has been submitted to, and approved in writing by, the local planning authority. The use hereby permitted shall not be commenced until the works for the storage of waste have been completed in accordance with the approved details and the site shall thereafter be managed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

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

5. Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, no advertisements shall be erected / displayed at the hotel hereby approved without the prior written permission of the Local Planning Authority.

REASON: To enable the Local Planning Authority to ensure that any such adverts are carried out in a manner which will not be harmful to the character and appearance of the development or the locality.

6. Prior to first operation of the development, details of a lighting scheme for the development including hours of operation shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To meet the needs for safety and security for users of the site and to ensure that impact upon the amenity of residents in Fairholme Road are safeguarded.

7. No plant or machinery, including that from fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within the building without the prior written approval of the local planning authority. Any approved plant or machinery shall be operated only in accordance the approved details.

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

8. Unless otherwise agreed in writing with the Local Planning Authority, the development hereby permitted shall not be occupied until the parking, turning and loading area(s) shown on the approved plan 1498-10-E have been constructed and surfaced with permeable materials, or 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 purposes at any time, without 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.

9. The refuse use bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawings.

REASON: to safeguard the appearance of the locality.

- 10 Prior to commencement of development, details of measures indicating a reduction in carbon dioxide emissions of at least 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible is submitted to and approved in writing by the local planning authority. The details as approved shall be implemented prior to first use of the development and thereafter permanently retained.

REASON: In the interest of sustainability, improving energy efficiency and increasing the proportion of energy used generated from renewable sources.

- 11 Prior to the development hereby approved being brought into use, details of a scheme for external lighting to the building shall be submitted to an approved in writing by the Local Planning Authority. Unless otherwise approved in writing by the Local Planning Authority under this condition, no external lighting shall be fixed to the building or placed within the external areas of the site.

REASON: To ensure that lighting within the site does not cause unacceptable nuisance to residents in the adjacent dwellings or adversely affect highway safety for users of the adjoining highway.

- 12 The external roof spaces marked as roof gardens shall not be used by staff, visitors or guest for any purpose other than essential maintenance associated with the operation of the building.

REASON: To ensure that the privacy and amenities of residents in the properties on Fairholme Road are safeguarded from overlooking and perceived overlooking and to avoid the need for the intrusive screens or additional enclosures in the interests of the appearance of the building and the outlook from adjoining gardens.

- 13 The development hereby approved shall only be carried out in accordance with the plans submitted with the planning application and listed on this decision notice.

Reason: To ensure that the planning application is implemented only in accordance with the approved plans and that the impacts identified and assessed within this report and as meeting the objectives of the development plan and any other material planning considerations are delivered.

## INFORMATIVES

- 1 The applicants 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.
- 2 The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:
  1. work on an existing wall shared with another property;
  2. building on the boundary with a neighbouring property;
  3. excavating near a neighbouring building,and that work falls within the scope of the Act.

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

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

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

Also available for download from the CLG website:  
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237  
Textphone: 0870 1207 405  
E-mail: [communities@twoten.com](mailto:communities@twoten.com)
- 3 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.)

#### 4 **SUMMARY OF REASON FOR DECISION**

The proposed development represents an acceptable re-use of this town center site for a purpose that will support the continued vitality and viability of the Metropolitan town center. The loss of employment floorspace within Temple House has been balanced against the provisions of policy R15 and EM24 of the UDP and Policies 3B.9, 3D.1 and 3D.7 of the London Plan and together with the provisions within the S106, would be mitigated through the new employment opportunities associated with the development and the delivery of construction and local employment training initiatives within the area.

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**Saved Policies of the London Borough of Harrow Unitary Development Plan [2004]:**

S1 The Form of Development and Pattern of Land Use  
D4 The Standard of Design and Layout  
EM15 Land and Buildings in Business, Industrial and Warehousing – Outside Designated Areas  
EM24 Town Centre Environment  
R15 Hotels and Guest Houses  
C16 Access to Buildings and Public Spaces  
T6 The Transport Impact of Development Proposals  
T13 Parking Standards

Harrow's Sustainable Community Strategy [Mar 09]

Plan Site Photos, 1498-21-E, 1498-20-E, 1498-16-E, 1498-13-E, 1498-12-E,  
Nos: 1498-11-E, 1498-10-E, 1498-3-A, 1498-2, 1498-1-A, 3D Visualisations &  
Design and Access Statement