

## SECTION 1 – MAJOR APPLICATIONS

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Item: 1/01

**TEMPLE HOUSE, 221-225 STATION ROAD, HARROW, MIDDLESEX, HA1 2TH**

Ward GREENHILL

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:** M P & G Trading  
**Agent:** Kenneth W Reed & Architects  
**Case Officer:** Fergal O'Donnell  
**Statutory Expiry Date:** 22-MAR-10

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### RECOMMENDATION:

**GRANT** planning permission subject to conditions and the completion of a Section 106 Agreement within 6 months, and for the authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the Section 106 Agreement and to agree any minor amendment to the conditions or the Legal Agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- 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.

### INFORMATION:

This application is required to be determined by the Planning Committee as it falls outside of the scheme of delegation

### BACKGROUND INFORMATION [Following Mayor of London's Stage 2 Report]

On 10 March 2010, the Planning Committee resolved to grant this application as described above, subject to referral to the Mayor of London for his Stage 2 comments, completion of the legal agreement [as below] and conditions. A copy of the original report to the Planning Committee is appended to this report.

Following the comments in the Mayor of London's Stage 2 Report, this application is now referred back to Planning Committee for confirmation.

**APPRAISAL:**

The Mayor of London concluded that he is content for Harrow Council to determine the case itself, subject to any action that the Secretary of State may take and does not therefore wish to direct refusal. He states that the proposal is acceptable, subject to the amendment of Condition 10 [renewable energy] and the addition of Condition 11 [renewable energy] of the previous Committee report. The amended and additional condition are now set out as Conditions 10 and 11, respectively, at the end of this report, following the previous Committee report, which was agreed by the Planning Committee on 10 March 2010.

Notwithstanding the Mayor of London's Stage 2 Report, which recommends the amendment of the two conditions referred to above, there have been no material changes in policy or site circumstances in relation to this application

Accordingly, the recommended Heads of Terms of the legal agreement remain unchanged subject to the revised schedule of conditions set out below. Approval of the application is 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
- (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, in accordance with saved policy EP25 of the Harrow Unitary Development Plan 2004.

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, in accordance with saved policy EP16 of the Harrow Unitary Development Plan 2004.

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, in accordance with saved policy D4 of the Harrow Unitary Development Plan 2004

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, in accordance with saved policy D4 of the Harrow Unitary Development Plan 2004 and the principles of 'Secured by Design'

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, in accordance with saved policies EP25 and R15 of the Harrow Unitary Development Plan 2004

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, in accordance with the London Plan 2008 policy 3C.23 and saved policies D4 and T13 of the Harrow Unitary Development Plan 2004

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, in accordance with saved policy D4 of the Harrow Unitary Development Plan 2004

10 Full details of the energy-efficiency technologies to be incorporated into the development demonstrating a minimum 10% saving in the predicted carbon emissions of the development, compared to a Building Regulations compliant development, shall be submitted to and approved by the Local Planning Authority and the GLA prior to construction works commencing on site. The approved details shall be implemented strictly in accordance with such approval unless otherwise agreed in writing by the Local Planning Authority. REASON: To help reduce carbon-emitting energy consumption in compliance with strategic policy 4A.3 of the London Plan 2008.

11 Prior to the commencement of development the developer shall submit to the Local Planning Authority and the Greater London Authority for their approval details of the proposed site wide heat network sufficient to meet the heating and hot water needs of the Development, including the space heating for the hotel bedrooms.

The proposed heat network shall be supplied with heat from either:

- combined heat and power system supplemented by condensing gas top-up boilers OR
- an external district heating network OR
- a combination of the two options above.

The approved heat network shall be installed as part of the Development and shall be operational prior to occupation of the Development and shall thereafter be retained except with the written consent of the Local Planning Authority.

REASON: To help reduce carbon-emitting energy consumption in compliance with strategic policy 4A.3 and 4A.6 of the London Plan 2008.

12 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, in accordance with saved policy D4 and T13 of the Harrow Unitary Development Plan 2004

13 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, in accordance with saved policy R15 of the Harrow Unitary Development Plan 2004

14 The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Site Photos, 1498-21-E, 1498-20-E, 1498-16-E, 1498-13-E, 1498-12-E, 1498-11-E, 1498-10-E, 1498-3-A, 1498-2, 1498-1-A, 3D Visualisations & Design and Access Statement

REASON: For the avoidance of doubt and in the interests of proper planning.

## **INFORMATIVES**

1 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.

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 centre site for a purpose that will support the continued vitality and viability of the Metropolitan Town Centre. 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 impacts 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.6 Decentralised Energy: Heating, Cooling and Power  
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  
EP16 Waste Management, Disposal and Recycling Facilities  
EP25 Noise  
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 Nos: Site Photos, 1498-21-E, 1498-20-E, 1498-16-E, 1498-13-E, 1498-12-E, 1498-11-E, 1498-10-E, 1498-3-A, 1498-2, 1498-1-A, 3D Visualisations & Design and Access Statement

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

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**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.

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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.

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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.
- 4) **Sustainability**  
The London Plan 2008: 4A.3, 4A.4, 4A.7.  
LBH Sustainable construction SPD
- 5) **Highways**  
The London Plan 2008: 3C.2, 3C.21, 3C.23.  
London Borough of Harrow UDP 2004: T6
- 6) **Local Employment and Training**  
The London Plan 2008: 3B.1, 3B.11
- 7) **S17 Crime & Disorder Act**  
London Borough of Harrow UDP 2004: D4
- 8) **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 reappportioned 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 t 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.

**4) 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.

**5) 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.

**6) 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 officer 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 siteREASON: 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.

The impacts 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]

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

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**16-24 CANNING ROAD, WEALDSTONE,  
HA3 7SJ**

**Item: 1/02  
P/1770/09/AH**

Ward **MARLBOROUGH**

REDEVELOPMENT COMPRISING 51 UNITS (4 NO. X THREE-BED, 20 NO. X TWO-BED, 26 NO. ONE-BED AND 1 NO. STUDIO APARTMENT) OF BETWEEN FOUR AND SIX STOREYS LANDSCAPING, PARKING AND REFUSE STORAGE (REVISED DESCRIPTION)

**Applicant:** Construction Solutions Ltd – Mr Mark Farmer  
**Agent:** Rma Architects Llp  
**Case Officer:** Abigail Heard  
**Statutory Expiry Date:** 28-OCT-09

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## **RECOMMENDATION**

**GRANT** permission for the development subject to a s106 legal agreement to be completed and for authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the s106 legal agreement and to agree any minor amendments to the conditions or the legal agreement within six months of the date of the permission

### **Heads of Terms of s106 Agreement**

- 1. Transport;** £9,309.52 towards improvements to public transport within Harrow and Wealdstone
- 2. Education;** Contribution of £24,285.71
- 3. Employment & Training Initiatives;** Contribution of £32,380.95
- 4. Street trees and landscape improvements within the immediate street scene;** Contribution of £10,000
- 5. Public Realm Improvements;** Contribution of £16,190.48
- 6. Affordable Housing;** 4 social rented units (4 x 3 bedroom) and 8 intermediate housing (5 x 1 bed and 3 x 2 bed). With a clause stating that on Commencement of Development a revised Financial Assessment shall be submitted to the Council. In the event that the review of the Financial Appraisal undertaken shows that the scheme is no longer viable with 12 affordable units the number of units required will be reduced accordingly.
- 7. Travel Plan;** A travel plan is to be submitted to the Local Planning Authority prior to the occupation of the development and will need to be reviewed annually
- 8. Legal Fees:** Payment of Harrow Council's reasonable costs in the preparation of the legal agreement; and
- 9. Planning Administration Fee:** Payment of administration fee for the monitoring of and compliance with this agreement.

**Reason for Approval:** - The decision to GRANT planning permission has been taken having regard to Government guidance contained within PPS1, PPS3, PPS4, PPS25 and PPG13 the policies and proposals in The London Plan 2008 and the saved policies of the Harrow Unitary Development Plan 2004, listed below, and all relevant material considerations including any comments received in response to publicity and consultation. The proposed development will replace underused and unattractive buildings poorly orientated in an important gateway to Wealdstone providing much needed residential accommodation including affordable housing.

The proposed development is considered to be of a good sustainable design, which will contribute to the unique sense of place of the area whilst respecting the context of the site. The development will not be to the detriment of the amenities of the neighbouring occupiers and is considered to safeguard the amenities of future occupiers of the units. Zero parking provision is regarded as acceptable and the development will not be to the detriment of highway safety.

### **National Planning Policy**

Planning Policy Statement 1 – Delivering Sustainable Development  
Planning Policy Statement 3 – Housing  
Planning Policy Guidance 13 – Transport  
Planning Policy Statement 25 – Development and Floodrisk  
Planning Policy Statement 4 – Planning for Sustainable Economic Growth

### **The London Plan 2008**

2A.1 Sustainability Criteria  
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.6 Quality of new housing provision  
4A.1 Tackling climate change  
4A.4 Energy assessment  
4A.7 Renewable energy  
4A14: Sustainable Drainage  
4B.1 Design principles for a compact city  
4B.5 Creating an inclusive environment  
4B.6 Safety, security and fire prevention and protection

### **London Borough of Harrow Unitary Development Plan 2004**

D4: The Standards of Design and Layout  
D5: New Residential Development – Amenity Space and Privacy  
D9: Streetside Greenness and Forecourt Greenery  
D10: Trees and New Development  
EP20: Use of Previously Developed Land  
EP12: Control of Surface Water Run-Off  
EP47: Open Space  
H7: Dwelling Mix  
T11: Cycle and Motor Cycle Parking in Public Places  
T13: Parking Standards  
EM15: Land and Buildings in Business, Industrial and Warehousing Use – Outside Designated Areas  
T6: The Transport Impact of Development Proposals

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**MAIN CONSIDERATIONS AND POLICIES (National Planning Policy, The London Plan 2008 and the saved policies of the London Borough of Harrow Unitary Development Plan 2004)**

- 1) **Principle of Development and Land Use**  
The London Plan 2008: 3A.1, 3A.3, 3A.6  
London Borough of Harrow UDP 2004: EP20, EM15  
PPS1: Delivering Sustainable Development  
PPS3:Housing
- 2) **Design and Character of the Area**  
The London Plan 2008: 4B.1, 2A.1  
London Borough of Harrow UDP 2004: D4, D10.  
PPS1: Delivering Sustainable Development
- 3) **Residential Amenity**  
London Borough of Harrow UDP 2004: EP25, D5  
PPS1: Delivering Sustainable Development
- 4) **Housing Provision and Density**  
The London Plan 2008: 3A.1, 3A.2, 3A.3, 3A.5, 3A.9, 3A.10, 3A.11  
PPS3: Housing
- 5) **Parking and Highway Safety**  
London Borough of Harrow UDP 2004: T6, T13
- 6) **Accessible Homes**  
The London Plan 2008: 3A.5  
London Borough of Harrow UDP 2004: Accessible Homes SPD [Mar 10] and  
Access For All SPD [Apr 06].
- 8) **S17 Crime & Disorder Act**  
UDP policy D4
- 9) **Sustainability and Climate Change**  
PPS1, The London Plan 4A.1, 4A.4, 4A.7
- 10) **Consultation Responses**

**INFORMATION**

This application is required to be determined by the planning committee as it is a major application.

Amended plans have been requested by the Police Crime Prevention Officer which show the cycle store to be accessed from within the site rather than from Canning Road in order to deter crime.

This application was presented to Planning Committee on 15<sup>th</sup> September 2010 and a site visit took place on 6<sup>th</sup> October 2010.

**a) Summary**

Statutory Return Type: Major Planning Application  
Council Interest: Part of the application site is under the ownership of Harrow Council

**b) Site Description**

- The site is currently occupied by a builders yard, two offices with flats above (No. 20 Morgans and No. 22 Bono & Murphy Ltd) and an area of land laid to grass with a number of young trees
- The site lies within the district centre boundary of Wealdstone
- The application site sits in a prominent location on the junction of Canning Road and George Gange Way and forms an important cycle and pedestrian gateway to Wealdstone Town Centre
- A multi storey car park lies to the south of the application site

**c) Proposal Details**

- The application seeks planning permission for the erection of 51 flats; 4 x 3 bedroom, 20 x 2 bedroom, 26 x 1 bedroom and 1 studio apartment, landscaping and refuse storage. The application originally sought permission for 63 units but has been amended on the basis of discussions with planning officers.
- The application proposes 12 affordable units; 3 x 2 bedroom, 5 x 1 bedroom and 4 x 3 bedroom
- The density of the development is 746 Habitable rooms per hectare
- The development consists of three development blocks (A, B, C)
- Block A – lies to the north of the site fronting on to George Gange Way adjacent to the development site at 74 High Street (approved 6 storey development). The building to which the development block is proposed extends to a maximum of 5 storeys and is proposed to be finished in red brick. The four large 3-bedroom social rented dwellings are proposed to be located in this block with a refuse store the main entrance to the flats from George Gange Way. The flats have a mixture of balconies or small paved amenity areas on the ground floor.
- Block B –The block fronts George Gange Way and Canning Road with the main entrance to the flats though the proposed corner lobby. This corner section of the building will be the tallest element of the scheme extending to six stories and will be finished in dark grey horizontal panels with a finish of aluminium balustrade to the balconies. The block will accommodate 21 one bedroom units (5 of which are proposed to be intermediate housing) and 15 two bedroom units (3 of which will be affordable) and a refuse store. A mixture of balconies and ground floor amenity area for the flats is provided.
- Block C – This element of the scheme will extend to a maximum of four storeys and is accessed from Canning Road. A cycle store with 14 spaces which is accessed directly from Canning Road and the main refuse storage and collection area is located on the ground floor of this block. There are 5 one bedroom units and 5 two bedroom units proposed within this block
- There is one refuse collection point proposed on Canning Road, with two supplementary bin stores within the site. It will be the responsibility of the management company to move the bins to the pick up point on Canning Road on bin collection day
- 40 cycle parking spaces are proposed within a cycle store to the rear of the site. A detailed design of this cycle store has not been submitted with the application.
- An on site play area is provided within an enclosed rear landscaped courtyard
- There is zero parking provision made for this development



**d) Relevant History**

EAST/640/97/FUL	Redevelopment to provide A1 retail store, class A1, A2, A3 units, B1 (business use) 40 residential units, (residential permit restricted) car parking, service yards, new link road, realignment of Ellen Webb Drive, Amendments to Highway Network	WITHDRAWN 08-OCT-98
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**e) Applicant Statements**

**Design & Access Statement**

- The scheme has been designed to address the policies of Harrow Council regarding new residential developments and affordable housing
- There are a number of key points that arise from the analysis of the site, which informed the design of the scheme;
  - The primary opportunity is to provide a new landmark within Wealdstone comprising of a contemporary building with an elegant 7 storey corner element (as originally submitted)
  - There is an opportunity to reinforce the link between Canning Road and the High Street, which at the moment is lacking a clear definition
  - There is an opportunity to create an existing façade visible from George Gange Way, whilst providing some continuity and street frontage, and delivering surveillance of the public realm
  - There are opportunities for adjoining sites to the north to come forward for development
- The application has evolved in a difficult and complex financial climate that has challenged the usual assumptions about development mix and construction costs and values, as well as funding uncertainties
- A number of meetings took place with planning officers prior to the submission. An initial scheme was submitted for comment in June 2008 on analysis of this scheme it was considered that there should be a comprehensive development of this area including the land owned by the Council (subsequently this area of land forms part of the application site).
- The public realm along George Gange Way and Canning Road is well overlooked. Footpaths within the scheme are straight and well overlooked. Lighting of the public realm will be agreed with Harrow Council and will be to BS5489 standards. Access to private parts of the site will be gated and locked for residents use only.
- The building has a clear front onto the public realm which includes the buildings entrances and a back on to the private courtyard
- Where necessary CCTV surveillance could also be employed to target specific areas such as entrances. CCTV systems will be designed in collaboration with the Metropolitan police
- The scheme is tenure blind, with architectural detail and specification being the same across the buildings
- The apartments and private areas will be maintained by a management company to ensure that it does not fall into a state of disrepair and that security is not compromised

- The desire lines for movement will define an ordered and practical landscape plan with areas of grass, planting, paving, terraces and a play area to encourage residents to make positive use of this space
- The development is lifetime homes compliant and will provide level thresholds or slightly sloping into the proposed buildings
- The site should be able to achieve a high proportion of travel by sustainable modes. The absence of car parking provision within the development will limit the number of vehicle trips, improvements will be made to enhance the pedestrian and cycle linkages in and around the development, and all together with the 100% provision of cycle storage will promote sustainable travel.
- A code for sustainable homes pre-assessment has been carried out. This demonstrated that the current proposals achieve a CSH level 3. The design proposed also provides an 18.1% reduction in carbon emissions over baseline building design
- The application was submitted in August 2009 and the design was revised to its current form following meetings with planning officers in June/July 2010 reducing the number of units from 63 units to 51 units. The corner element was originally proposed as a tall elegant drum shape, but as the height reduced by 25% this proportion became squat and ugly.
- The application site is angular and the revised design responds to this and is dramatic without being overbearing.
- The materials strategy incorporates three materials palettes;
  - **The internal courtyard** – This will be a quiet, landscaped and generally enjoy a south west orientation. Most of the apartments enjoy a private balcony with this aspect and all residents can access the garden and benefit from its amenity
  - **The external elevation** – The external elevation is a continuity to the streetscene. The elevations on George Gange Way and Canning Road relate to the context of the built schemes and consented schemes. A red brick typical of the area is proposed with vertically proportioned windows. Balconies are recessed to respond to the public side of the building and offer greater privacy to these units
  - **The corner element** – This offers the opportunity for some variety and visual incident in the streetscene to announce the route into the high street. The form is a skewed box which follows the geometry of the site. The balconies are a mix of metal work allowing views through to maintain surveillance and coloured solid panel to screen the balconies. The general cladding material is a panel system because it will give a precise, sharp and clean appearance at openings and corners. A darker colour has been chosen due to the location on the corner of the principal road hierarchy where there could be discolouration over time.
- The previous scheme was criticised due to the refuse collection points being located on George Gange Way. A central holding area collection point is now proposed on Canning Road with two supplementary bin stores else where within the development. The residential site management will ensure the bins are moved from the supplementary bin stores to the refuse collection point when required.
- The original scheme was the subject of a sunlight and daylight assessment. This revised proposal is a full two storeys lower and therefore its impact is significantly reduced.

### **Environmental Analysis Daylight and Sunlight Levels on Existing Buildings and Areas**

- The development has a relatively good level of integration, with a low average impact on existing buildings. Those existing parts more extensively affected by the new buildings presence are still maintaining good solar access. It is considered that this development has little effect on the surrounding buildings in terms of daylight and sunlight when assessed against the guidance provided by BRE.

### **Internal Consultations:**

Landscape Architect: There is a loss of amenity space, existing soft landscape – grass, trees and shrubs on the corner of Canning Road and George Gange Way. Due to limited amenity space proposed within the development and the loss of existing amenity space, a s106 contribution could be sought for soft landscape improvements

Landscaping on site can be subject of a condition which would require an overall design concept:- landscape strategy, landscape design proposals, landscape masterplan showing any existing vegetation to be retained, full hard and soft landscaping details – including boundary treatment, levels, detailed hard landscape – structures and surfaces, detailed planting proposals, plant schedules and a specification for the works followed by a management a maintenance plan for all the external landscaped area. Details of the play area and future maintenance would also be required.

Traffic and Parking Engineer: The development must be made ‘permit restricted’ to conform with national and local parking restraint policies

The disabled parking spaces shown outside of the site should not normally be affiliated to the development as they are public bays which can be used by all eligible members of the public. However, an Inspector (‘Case is Altered’ appeal adjacent site) ruled that non provision of disabled parking bays on site can be compensated by availability of disabled parking bays on street hence a form of precedent has been set in the locality. Hence a ‘car free’ development is acceptable in this location

A residential travel plan as per LBH/Tfl required will be expected.

Cycle Provision is considered acceptable for the level of development.

The inclusion of the highway amenity land (fronting George Green Way) into the overall site provision will require a stopping up process under s247 of the Town and Country Planning Act. It is considered that the loss of this space would result in an overall planning gain as it allows for a comprehensive design proposal which complements the existing character and streetscene of the locality.

Drainage Engineer: Condition Permission.

Waste Management Policy Officer: It is recommended that under-sink waste disposal units to deal with flood waste are installed in each flat.

Tree Officer: No Objections. A s106 contribution should be sought for street/landscape planting in the immediate vicinity.

**External Consultations:**

Thames Water: No Objections

Crime Prevention Design Advisor: Conditional Permission

Environment Agency: No Objections

**Notifications:**

Sent: 344

Replies:

Expiry: 30-AUG-10

19 x letters of objection

(3 received

commenting on revised

plans from same

objectors)

1 x petition with 24

signatures

1 x letter of support

**Neighbours Consulted:**

Peel Road: 35, 36, 38, 42, 44-50 (even), 51, 52, 54, 54b

Wolseley Road: 2-10 (even)

Palmerston Road: 24-42

High Street: 19, 19a, 19b, 21, 21a, 21b, 23-72, Snooker Hall

Canning Road: 2-24, 41-52, 54-60 (even), 35, 61

Gordon Road: 1, 3, 35-43

Grant Road: 1-17(odd), 21-33 (odd)

Kingdom Hall

Land adjacent to Kingdom Hall

The case is altered public house

Wealdstone Police Station

The Sarsen Stone Public House

Premier House

Car Park Rear of Premier House

Multi Storey Car Park

Car Park rear of 26-36 High Street

Cafe

Health Club

Shop Lbh Property Pm

Sunset House

Swanley House

Aldborough House

Barker House

Ashton House

Christie House

Pinsent House

Holy Trinity Church

Birch Court

Robinson Court

Siddhashram Shakti Centre

Car Park adjacent to Wealdstone

Car Park adjacent to 42 Canning Road

**Summary of Neighbours Responses:**

Impact on Highway Network

- Parking problems in surrounding streets
- car free scheme is not viable or realistic
- increase in traffic and congestion
- residents parking scheme fails to work on surrounding streets currently
- the development will block sightlines
- increase in pedestrians attributed to development will result in an increase in road traffic accidents

Impact on Character of the Area

- Loss of green space and trees
- Too much flatted development in Wealdstone
- tallest building within the area
- overdevelopment
- no landscaping within public realm all within parameter of the development (private)
- 24 Canning Road is a character cottage which should be retained
- tall buildings are out of keeping with the skyline of Wealdstone
- scale of the development is too large
- all the buildings of character within Wealdstone have been demolished
- Development should be on open land rather than a built up area

Impact on Neighbouring Occupiers

- Dust and disturbance during construction works
- height will encroach upon privacy of adjoining residents
- anti-social behaviour attributed to development
- overlooking
- loss of light
- noise and disturbance

Impact on local infrastructure and regeneration

- Loss of two local businesses
- development will not regenerate the area but will result in a block of flats which will form social housing
- impact on local infrastructure (doctors, schools)
- the regeneration of the high street is required to create jobs not more blocks of flats
- Too much regeneration in area
- The road to Construction Solutions is a right of way subsequently cannot be blocked up

Potential Occupiers

- The scheme discriminates against disabled people given the provision of only two disabled parking spaces
- residential development is not suitable next to a busy road
- no provision for key workers as part of the scheme

Sustainability

- The development fails to incorporate any sustainable building techniques

## **APPRAISAL**

### **1) Principle of Development**

The development will result in the loss of a builder's yard, joinery workshop an ancillary office to the builders yard and an independent office. Policy EM15 of the Harrow UDP states that 'The Council will resist the loss of land or building from business, general industrial or warehousing use (use classes B1, B2 or B8) to other uses outside these classes, unless it can be clearly demonstrated that the site is no longer suitable or required for employment use'. The builder's yard, joinery workshop and the offices are currently in use and under the ownership of the applicant and the applicant have advised that the business will be relocating locally. Further to this policy 2A.1 of the London Plan 2008 states that development shall optimise the use of previously developed land and vacant or underused buildings.

Policy EM15 requires the development proposal to be assessed against a number of criteria, the development does not comply with all the criteria. However, the buildings currently are underused due to structural damage and would require significant investment to provide the modern facilities required, the application site forms an important gateway to Wealdstone town centre, the businesses are proposed to be relocated locally, the developer has agreed to make a contribution of £32,380.92 towards employment and training initiatives within the locality and small office space of this nature is abundant within Harrow. In light of the above it is considered that it can be adequately demonstrated that the site is no longer required for employment and that there will be significant planning benefits of the redevelopment of the site.

PPS3 and policy EP20 advise that all new build development shall take place on previously developed land. The application site given its previous use forms previously developed land as defined within PPS3 and furthermore is located in a highly sustainable location within Wealdstone district centre (a short walk from the train station, bus stops and local amenities).

London Policy 3A.1 of the London Plan sets the target for housing supply for each London Borough, for Harrow this being a provision of 4,000 additional homes over the next ten years and an annual monitoring target of 400. This development will contribute to achieving this housing target and reducing the housing shortage.

Concerns have been raised with regard to the number of flats within Wealdstone. Whilst it is acknowledged that flats are concentrated within Wealdstone district centre, it is considered that this is the appropriate location for this type of high density development. The application site is within close proximity to amenities and public transport and furthermore the development is not out of scale with surrounding buildings. It is also important to recognise that the residential units are a mix of sizes from three bed units (suitable for family accommodation) suitable for 6 occupants to studio apartments in accordance with policy H7 of the Harrow UDP.

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

The importance of high quality and inclusive design is emphasised through PPS1 which states that 'Design which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted'. Further to this PPS3 advises that design in residential development should be creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.

In addition to this Policy 4B.1 of the London Plan states that within London new development shall promote high quality inclusive design, create or enhance the public realm and respect local context, history, built heritage, character and communities.

The application site forms two offices, a house, two flats and a builders yard and a small area of under utilised green space. The existing development offers poor natural surveillance of George Gange Way and the junction between Canning Road and George Gange Way. A multi storey car park lies on the opposite side of the road to the proposed development and is considered to form an uninspiring and bland gateway to this important pedestrian and cycle route from the east into Wealdstone district centre.

The development will have an active frontage on to George Gange Way, and furthermore, given the height and materials used, in the corner block will form a focal point giving this location a unique sense of place which, currently, is lacking. Whilst it is acknowledged that the materials use within the corner element of the scheme are not common within the area, the red brick used throughout the rest of the scheme is a material used frequently throughout Wealdstone High Street thus the development is considered to make reference to the local distinctiveness of the area.

The scale and massing of the proposed development is considered appropriate for its location. The building height steps down to adjoining boundaries in order for the proposal to integrate into the surrounding built form. The building extends to six storeys at its highest point, which is the same height as the proposed development at 74 High Street, which was approved at the planning committee in July 2010. Whilst it may be the case that terraced and semi detached Victorian /Edwardian dwellings align Canning Road to the east (across George Gange Way), it is important to recognise that the prominent character of the immediate streetscene is multi storey development (residential flats (max 5 storey, multi-storey car park (3 storey) and the Institute of Technology (max 6 Storeys). On this basis it is not considered that this development will be of a scale out of keeping with its context.

This development will result in the loss of green space. However, given the positive contribution the proposal is considered to make to the character and appearance of the area, the impact is not considered significantly harmful as to warrant refusal of the application. Further to this, concerns have been raised with regard to the lack of landscaping at the public interface of the building. There are a number of small trees proposed between the building and Canning Road and the

building and George Gange Way which are considered to offer some mitigation, and further to this it is recommended that a contribution is made for the maintenance and planting of street trees in the immediate area and landscaping improvements within the public realm.

The balconies are proposed to be finished with clear glass, however, in order to ensure the privacy of occupiers, it is recommended the glass is obscure glazed and a condition is considered justified to ensure that the glass used within the balconies is obscure glazed.

The Environment Agency has raised no objections to the development. As such it is not considered to result in an increased flood risk.

The proposal is therefore considered to comply with Government guidance contained within PPS1, policy 4B.1 of the London Plan and policies D4 and D10 of the Harrow Unitary Development Plan which seek to ensure that development is of a good design which respects the context of the application site.

### **3) Residential Amenity**

Amenity provision is considered satisfactory for a high-density residential development within the town centre. The amenity space involves a landscaped courtyard and the provision of balconies to most flats.

A sunlight and daylight assessment has been submitted which is considered to adequately ensure that the development will not cause any significant overshadowing. Further to this it is considered that the proposed flats will have sufficient natural daylight.

The development, given the fact it will be adjoining to the north a recently approved scheme which extends to six storeys, the reduction in height on Canning Road and the distance from the rear elevations of the flats which front the High Street, is not considered to have an overbearing impact on adjoining occupiers. Further to this given this distance at the rear, the fact George Gange Way lies between the development site and the flats across the road, and that no openings are proposed in the south west facing or north west facing side elevations the development, is not considered to cause an unacceptable level of overlooking to the detriment of the amenities of any neighbouring occupiers.

On-site 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]. Notwithstanding this, with regards to off site amenity space, the site is within walking distance of Byron Recreation Ground and approximately 1,000m to Kenton Recreation Ground. It is considered that future occupants are most likely to use these two parks. Internal space standards are considered appropriate and the stacking of rooms within each unit is considered well-designed.



The development is not considered to result in significant levels of noise and disturbance. The application site is located within a busy district centre an acceptable distance from neighbouring occupiers and there will be no additional vehicular movements within the application site as there is zero parking provision.

In respect of vehicular movements, dust, noise and disturbance during construction it is recommended that a condition is added to the permission requiring the submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction.

Overall the proposed development is considered to comply with Policy D5 of Harrow's UDP 2004 and Government guidance contained within PPS1.

#### **4) Housing Provision and Density**

The proposal would represent 51 units to Harrow's housing stock, which would make a positive contribution in meeting annual housing targets for the Borough. This aspect of the development is therefore supported. The scheme would provide:

- 1 no. x studio
- 26 no. x one-bed flats;
- 20no. x two-bed flats; and
- 4no. x three-bed flats

The proposal would result in a density of 746 HRH, based on a site area of 1, 730 sqm and 129 habitable rooms. Although the density levels are in excess of those recommended by Policy 3A.2 and Table 3A.3 of the London Plan 2008, this would not in itself justify a reason for refusal. The site is within the District Centre in a highly accessible location and higher density developments are considered appropriate in such locations.

The development will provide 24% affordable housing which equates to 12 units, with one third of the provision forming social rented accommodation and the other two thirds forming intermediate housing (shared ownership, key worker). The developer has submitted a viability assessment which concluded that 24% would be reasonable taking account of individual site costs, the availability of public subsidy and other scheme requirements. This viability statement was, however, submitted to the Council on the basis of an estimated cost for the Council land which will be required to be purchased as part of the development. The exact cost of the land has yet to be negotiated and will have implications for the financial appraisal and as such it is recommended that a clause is added to the Legal Agreement stating that a revised Financial Assessment shall be submitted to the Council on commencement of development. In the event that the review of the Financial Appraisal undertaken shows that the scheme is no longer viable with 12 affordable units the number of units required will be reduced accordingly.

The units will be concentrated within block A and block B as it is not possible to 'pepper pot' the tenure across the scheme as the housing associations will need to be able to manage the site.

Accordingly, the proposal is considered to comply with policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.9, 3A.10, 3A.11 of the London Plan 2008 and Policy H7 of Harrow's UDP 2004.

#### **5) Parking and Highway Safety**

The proposed development would represent a car-free scheme. The applicant proposes cycle storage to accommodate 54 cycles. 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 resident parking permits.

The Council's Highways Officer has raised no objections to the scheme advising that the location and height of the building will not block sight lines to the detriment of Highway Safety.

With regard to comments made relating to the increase and pedestrians and road traffic accidents, George Gange Way has a number of pedestrian crossings which will ensure that pedestrians are able to cross the road safely. It is not considered that the provision of this development will result in the requirement to provide another pedestrian crossing.

Accordingly, the proposal is considered to comply with Policies T6 and T13 of Harrow's UDP 2004.

#### **6) Accessible Homes**

The proposed development is considered to comply with the Accessible Homes SPD (April 2010), which requires 100% of all new residential developments to be built to meet the Lifetime Homes Standards. In this case all 51 units are to meet the Lifetime Homes Standards, furthermore 10% of the units would be built to meet the Wheelchair Homes Standards meeting Harrow UDP 2004 and London Plan 2008 policy requirements.

Whilst the scheme is car-free, the applicant has advised that two disabled parking bays will be available on the street. These parking bays are not existing, lie outside the development site and permission would be required from the Local Highways Authority for the bays and the application would be restricted to individuals who occupy the flats so the bays could not be provided as part of the development proposals. The development therefore fails to meet all the accessibility criteria. However, in light of the recent appeal at 74 High Street in which the inspector stated that 'whilst it is agreed it is extremely important to provide for the needs of the disabled, in common with the population as a whole not all disabled people may have, or wish to have a car' no objections are raised on this basis.

Accordingly, the proposed development is considered to comply with Policy 3A.5 of the London Plan 2008 and Harrow's SPDs on Accessible Homes [Mar 10] and Access For All [Apr 06].

**7) S17 Crime & Disorder Act**

Policy D4 of Harrow's UDP 2004 advises crime prevention should be integral to the initial design process of a scheme. Policies 4B.1 and 4B.6 of the London Plan 2008 seeks to ensure that developments should address security issues and provide safe and secure environments.

The proposed development offers further natural surveillance of Canning Road than was previously the case offering a more useable and secure pedestrian/cycle gateway to Wealdstone town centre.

There is no reason for anti-social behaviour to be attributed to this development. Indeed the increased natural surveillance of Canning Road should reduce the opportunities for crime and disorder

In addition to this the Crime Prevention Design Officer from Harrow Borough Police has raised no objections to the proposed development subject to a planning condition ensuring that windows and doors are secure.

**8) Sustainability and Climate Change**

The design and access statement advises that the scheme can achieve Code for Sustainable Homes level 3 and a condition is recommended to be added to the permission ensuring that this code level is achieved. In respect of on site energy generation a condition is recommended indicating that details of a scheme aiming to achieve a reduction in carbon dioxide emissions of 20% or such percentage which is feasible shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

The development is therefore considered to comply with The London Plan policies 4A. and 4A.7 and policy D4 of the UDP.

**9) Consultation Responses**

Concerns have been raised with regard to the demolition of character buildings within Wealdstone. The buildings to be demolished as part of these proposals are not listed and do not lie within a conservation area and are not considered to make a significant contribution to the character of Wealdstone as to warrant refusal of the application

The scale, layout and design of the development is considered appropriate for its context hence the proposal is not regarded to result in overdevelopment of the site

In respect of the development forming a block of social housing, the proposed scheme seeks permission for a mixed tenure including shared ownership or key worker, social rent and market housing therefore contributing to the development of balanced, mixed communities.

A number of developer contributions have been negotiated with the applicant in order to mitigate the impact of the proposal on local infrastructure.

There have been concerns raised with regard to too much regeneration in the area. It is, however, considered that replacing the poor quality buildings at this important gateway to Wealdstone will encourage more people to use the town centre and furthermore the development will increase the natural surveillance of this area.

The fact that the road to Construction Solutions is a right of way and subsequently cannot be blocked up is not a material planning consideration

In respect of comments raised that no further building should take place in a high density built up area the location of residential development in this highly sustainable location complies with the policies within the development plan

This attractive development located in a prominent gateway to Wealdstone High Street should be catalyst for economic development as more people will be encouraged to use the shops within the high street given the improvements to the environment, including the new occupiers of the flats.

## **CONCLUSION**

The proposed development will result in the loss of employment land, however, given the fact the existing buildings are underused and require significant investment to meet modern standards, the aesthetic improvements of the development, the location of the site and the abundance of office space within Harrow the planning gain is considered to outweigh any disbenefits of the loss of employment land. Further to this the development will provide much needed affordable housing and Market housing. The proposal is considered to be of a good sustainable design, which will contribute to the unique sense of place of the area whilst respecting the context of the site. The development will not be to the detriment of the amenities of the neighbouring occupiers and is considered to safeguard the amenities of future occupiers of the units. Zero parking provision is regarded as acceptable and the development will not be to the detriment of highway safety. It is therefore considered that the proposal will comply with Government guidance and the relevant development plan policies.

## **CONDITIONS**

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

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

2 No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area and accordance with Policy D4 of the Harrow UDP 2004.

3 Samples of external materials to be used on the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy D4 of the Harrow UDP 2004.

4 No development shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved before the development is first occupied, or the use hereby approved is commenced. The hard landscaping details shall include proposed finished ground levels or contours; pedestrian access and circulation areas; and hard surfacing areas. The soft landscape works details shall include planting plans; written specifications; schedules of plants noting species, plant sizes and proposed numbers/densities where appropriate; implementation plan. All hard and soft landscape works shall be carried out in full accordance with the approved details. Any trees or plants which within a period of five 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.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in accordance with policy D4 and D5 of Harrow's UDP 2004.

5 The development hereby permitted shall be carried out in accordance with the following approved plans:

REASON: For the avoidance of doubt and in the interests of proper planning.

6 A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development The landscape management plan shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and to safeguard the future health of trees in accordance with policies D4 and D5 of the Harrow UDP.

7 The development hereby permitted shall not commence until details of a scheme aiming to achieve a reduction in carbon dioxide emissions of 20% or such percentage which is feasible from on-site renewable energy generation and low carbon technologies has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before any part of 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 and policy D4 of Harrow's UDP 2004

8 The residential units hereby permitted, shall be built to Lifetime Home Standards and thereafter retained to those standards.

REASON: To ensure provision of 'Lifetime Home' standard housing in accordance with policy D4 of Harrow's UDP 2004.

9 The development hereby permitted shall not commence until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include construction vehicle movements, construction operation hours, construction vehicular routes to and from the site, construction delivery hours, expected number of construction vehicles per day and car parking for contractors. The development shall be carried out strictly in accordance with the approved construction management plan.

REASON: In the interests of highway safety and to protect the amenities of the neighbouring occupiers in accordance with policy EP25 of Harrow's UDP 2004.

10. The development hereby permitted shall be carried out in accordance with the following approved plans: 1175\_0100 Rev B, 1175\_0104 Rev A, 1175\_0103 Rev A, 1175\_0102 Rev A, 1175\_0101 Rev A, 1175\_0202, 1175\_0201 Rev A, 1175\_0200 Rev B, 1175\_0105 Rev A, 1175\_0010

REASON: For the avoidance of doubt and in the interest of proper planning.

11 Following practical completion of the dwellings hereby permitted, the dwellings shall not be occupied until details of compliance with the Code for Sustainable Homes Level 3 (or subsequent equivalent quality assured scheme) has been achieved.

REASON: In order to ensure that the construction of the development is sustainable in accordance with policy 4A.3 of The London Plan and guidance contained within the SPD: Sustainable Building Design (May 2009).

12 No development shall commence until details of a scheme (Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include;

(i) control of noise

(ii) control of dust

The development shall be carried out in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to ensure that impact on neighbouring occupiers during the construction phase of the development is minimal in accordance with policy EP25 of the Harrow UPD and guidance contained within the SPD: Sustainable Building Design May 2009.

13 Before the development hereby permitted is occupied, arrangements shall be agreed in writing with the local planning authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a residents parking permit within the controlled parking zone.

REASON: To ensure the scheme adequately addresses the sustainability and landscaping requirements of saved policies T13, D4 and D9 of the Harrow Unitary Development Plan (2004).

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

REASON: To prevent the increased risk of flooding in accordance with Policy EP12 of the Harrow UDP.

15 The development hereby approved shall not be commenced until works for the disposal of surface water have been submitted to, and approved in writing by, the local planning authority. The works shall be carried out in accordance with the approved details before occupation and shall thereafter be retained.

REASON: To ensure that adequate drainage facilities are provided in accordance with Policy EP12 of the Harrow UDP.

16 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 in accordance with Policy EP12 of the Harrow UDP.

17 The development hereby approved shall not be occupied until details of the external lighting for the development has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details before the development hereby approved is first brought into use or is occupied.

REASON: In the interests of visual and residential amenity to accord with policy D4 of the Harrow UDP 2004.

18 The development hereby permitted shall not commence until details of a scheme for the storage and collection of refuse is submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties in accordance with policy D4 of the Harrow Unitary Development Plan.

19 The glazed panels proposed to act as balustrades on the balconies facing Canning Road and George Gange Way shall be obscured glazed.

REASON: To protect the privacy of future occupiers of the development and in the interests of visual amenity in accordance with policies D4 and D5 of the Harrow Unitary Development Plan 2004.

20 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 doorsets to individual dwellings and communal entrance doorsets shall be made secure to standards, independently certified, set out in PAS 24:2007 or WCL 1 'Security standard for domestic doorsets';

2. all windowsets 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 7950:1997 or WCL 4 'Security standard for domestic windowsets'.

Following implementation the works shall thereafter be retained.

21. The development hereby permitted shall not commence until details of the cycle store (including elevations and specific details of the cycle stands) located within the rear amenity space of the building are submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In order to ensure that the cycle store is of an appropriate design which will be secure and not to the detriment of the character of the area in accordance with policy D4 of Harrow Unitary Development Plan

22. The development hereby permitted shall not commence until details of the play equipment along with maintenance schedules proposed with the play area are 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 safeguard the appearance and character of the area, to enhance and protect the amenities of future occupiers and to enhance the appearance of the development in accordance with Policies D4, D5 and D9 of the Harrow Unitary Development Plan (2004)

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

## **INFORMATIVES**

### **1 REASON FOR GRANT OF PLANNING PERMISSION**

The decision to GRANT planning permission has been taken having regard to Government guidance contained within PPS1, PPS3, PPS4, PPS25 and PPG13 the policies and proposals in The London Plan 2008 and the saved policies of the Harrow Unitary Development Plan 2004, listed below, and all relevant material considerations including any comments received in response to publicity and consultation. The proposed development will replace underused and unattractive buildings poorly orientated in an important gateway to Wealdstone providing much needed residential accommodation including affordable housing. The proposed development is considered to be of a good sustainable design, which will contribute to the unique sense of place of the area whilst respecting the context of the site. The development will not be to the detriment of the amenities of the neighbouring occupiers and is considered to safeguard the amenities of future occupiers of the units. Zero parking provision is regarded as acceptable and the development will not be to the detriment of highway safety.



## 2 COMPLIANCE WITH PLANNING CONDITIONS

**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.

Plan Nos: 1175\_0100 Rev B, 1175\_0104 Rev A, 1175\_0103 Rev A, 1175\_0102 Rev A, 1175\_0101 Rev A, 1175\_0202, 1175\_0201 Rev A, 1175\_0200 Rev B, 1175\_0105 Rev A, 1175\_0010

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**1-5 SUDBURY HILL, HARROW, HA1 3SB**

**Item: 1/03  
P/1989/09/IH**

Ward HARROW ON THE HILL

DEMOLITION OF FIVE DETACHED DWELLINGHOUSES AND CONSTRUCTION OF 54 FLATS COMPRISING 11 1- BED 26 2 –BED 9-3 BED 7-4 BED AND 1 4/5 – BED WITH PHOTOVOLTAIC PANELS AND SATELLITE RECEIVERS AT ROOF LEVEL UNDERGROUND PARKING – 54 SPACES INCLUDING 6 DISABLED SPACES

**Applicant:** Messers Doyle, Losowski & Burgess

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

**Case Officer** Ian Hyde

**Statutory Expiry Date:** | 03-FEB-10

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## RECOMMENDATION

**GRANT permission** for the development subject to the completion of a s106 legal agreement within 6 months and for authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the s106 legal agreement and to agree any minor amendments to the conditions or the legal agreement. The Legal Agreement would cover the following matters:

- i) A contribution towards local highway improvements;
- ii) A contribution towards local educational facilities improvements;
- iii) A contribution towards construction training;
- iv) Provision of an Employment Co-ordinator
- v) Agreement to provide affordable housing of the type and number detailed within the application.
- vi) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement;
- vii) Planning Administration Fee: Payment of £3,000 administration fee for the viii) monitoring of and compliance with this agreement.

The decision to **GRANT** permission has been taken on the basis that the proposed development would lead to the regeneration of this site and make an important contribution to the delivery of a variety of residential units, including affordable housing. The associated impacts that the development would create can be adequately mitigated against through the use of appropriate planning conditions and Section 106 Agreement and therefore the development would not have any significant visual, transport, flood risk or other impact that would warrant the refusal of planning permission. The application is therefore found to be consistent with the policies and proposals in the London Plan (2008) and the saved policies of the Harrow Unitary Development Plan (2004) 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:

PPS1 – Sustainable Development (2005)

PPS1 – Sustainable Development: Planning and Climate Change (Supplement to PPS1) (2007)

PPS3 – Housing (2010)

PPS4 – Planning for Sustainable Economic Development (2009)  
PPS5 – Planning for the Historic Environment (2010)  
PPG13 – Transport (2001)  
London Plan 2008: 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3A.8, 3A.9, 3A.10; 3D.13, 4A.1, 4A.3, 4A.4, 4A.5, 4A.6 4A.7, 4B.1, 4B.8, 6A.4, 6A.5.  
Harrow Unitary Development Plan: D4, D5, D9, EP12, H14, H17, C16, T6, T13  
SPG – Extensions: A Householders Guide (2008) and  
SPD – Accessible Homes (2010).

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**MAIN CONSIDERATIONS AND POLICIES (London Plan 2008 and saved policies of the Harrow UDP 2004 and any other relevant guidance)**

- 1) Principle of Development and Character of the Area (London Plan 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3A.8, 3A.9, 3A.10, 4B.1, D4, D5, D9, EP12, H17, SPG)
- 2) Residential Amenity (London Plan 3A.5, D4, D5, SPD)
- 3) Parking/Highways Considerations (T6, T13)
- 4) Affordable Housing (3A.5, 3A.10, H7)
- 5) Sustainable Development (4A.7, SPD)
- 6) Section 106 Requirements
- 7) S17 Crime & Disorder Act (D4)
- 7) Consultation Responses

**INFORMATION**

This application is reported to the Committee as it falls outside of the thresholds set by the Harrow Council Scheme of Delegation. This application was previously presented to Members of the Planning Committee at their meeting of 15 September 2010. The consideration of the application was deferred from the September meeting for a Members site visit which took place on 6<sup>th</sup> October 2010.

**a) Summary**

Statutory Return Type:	Q12 Smallscale major
Conservation Area:	N/A
Site Area:	0.807 hectares
Scale of scheme:	54 Units 179 Habitable rooms
Density of Units:	66.9/ha
Habitable room density :	221/ha
Lifetime Homes:	Stated at 54
Parking:	Standard: 66 Provided: 54 Justified: 54
Council Interest:	None (Council owns part of the site but is not part of the application).

**b) Site Description**

- The application site comprises five residential properties, each currently occupied by a detached two storey dwelling. Each site has an average garden depth of 50m with no. 1 reduced to some 45m.

- The adjoining area is predominantly residential with 2-3 storey properties with a 3 /4 storey flatted development opposite the Sudbury Hill frontage known as Assisi Court built 1994 and a residential care home of 3 /4 storeys to the south of a similar age known as Buchanan Court.
- No.1 Sudbury Hill is council owned, the remainder of dwellings on the site are privately owned.
- The application site levels rise from the east corner to the north corner by 2.5m approx . Adjoining the western boundary of the site is a complex of school buildings and a dwellinghouse which provides caretakers accommodation.
- Sudbury Hill is a Borough distributor road and Sudbury Court Drive is a London distributor road along the north east site boundary,
- The site is close to established bus routes and Sudbury Hill Underground station.
- Metropolitan Open Land lies on the opposite side of Sudbury Hill to the west of the site.
- Harrow boundary with Brent to the opposite side of Sudbury Court Drive.
- The site is in close proximity to but does not abut the Harrow on The Hill Area of Special Character and Harrow-on-the-Hill Conservation Area.
- There are a significant number of mature preserved trees on the application site which are protected by a Group Preservation Order.

**c) Proposal Details**

- The application proposes the demolition of the five existing dwelling houses and the erection of a single “L” shaped building with its primary elevations addressing Sudbury Court Drive and Sudbury Hill. The building is proposed to provide a mix of housing types ranging from 1 through to 4-5 bedrooms. The development would propose a split of housing types at 65% (35 units) privately owned, 24%, (13 units) socially rented and 11% (6 units) shared ownership.
- The building would be set back from the highway boundaries by a minimum distance of 9m at its closest point (on the Sudbury Court Drive/Sudbury Hill junction. This distance would increase to a maximum of 13.25m along the road frontages. Landscaping would be provided and retained between the building and the boundary.
- In order to respond to onsite levels changes, the building would be dug into the ground towards the north of the site. This is shown have a depth of some 2.55m below relative ground level at its most north western point.
- The building would have a maximum height (excluding chimneys) of 12m above ground level to provide 4 levels of residential accommodation (including at roof level) and a basement parking area for 54 vehicle spaces (6 disabled), spaces for 28 motorcycles and 54 cycles.
- The structure would have a width of 47m along the Sudbury Court frontage and 69m along the Sudbury Hill boundary. Design of the structure would consider elements of the existing buildings onsite and in the area by utilising pitched roofs, projecting bays with roof level gable ends and replicating the height of the adjoining dwelling on Sudbury Court Drive. Materials would comprise brick and render with tiles at roof level to acknowledge existing conditions in the area.
- The proposal would utilise a dummy pitched roof arrangement with an internal recess to provide space for green energy collection and communal television reception equipment.

- Ventilation for units (extraction equipment and ducting) would be directed to roof level to minimise impacts on elevations.
- The main vehicular entrance to the site would be to the north east of the site leading into a basement parking area, whilst a second access off Sudbury Court Drive would be located along the north eastern boundary. This second access would provide access for fuel delivery and emergency access.
- Ground floor units would be provided with rear facing private amenity space and communal amenity space would also be provided to the north west of the building.
- Proposal seeks to attain Code 4 Sustainable Homes, and will use Biomass Boilers for heating as well as providing solar hot water collectors and heat pumps at roof level.

**d) Revisions to previous application**

The proposed development differs from the previous proposal P/3189/08 in a number of respects which are briefly described below:

- Unit numbers reduced from 80 to 54, parking decreased accordingly from 80 to 54).
- Building now fits within building density guidelines.
- Building sits on Sudbury Court Drive building line where previously it had projected in front of properties
- Internal layouts improved
- More considered materials/design.
- Building envelope reduced to omit rear section adjacent to neighbouring school. This results in the loss of the rear section of the building adjacent to the caretaker's house and a significant increase in amenity space.
- North eastern part of building moved away from Sudbury Court Drive boundary and windows revised to address overlooking of this area.

**e) Relevant History**

LBH/6685	Demolish existing house and erect 6 flats and 6 garaged with parking area and access road	REFUSED 22-SEP-71
LBH/6685/3	Erection of detached dwelling house with integral garage, resiting of domestic garage for no.1 Sudbury Hill.	REFUSED 05-JUN-75
LBH/6685/3	Erection of two storey extension to side of dwelling house (2,3,4 & 5 Sudbury Hill.	GRANT 02-DEC-76
WEST/973/99/OUT	3 Blocks of 10, 3 Bed flats with access and forecourt parking.	REFUSED 13-MAR-00 APPEAL DISMISSED 15-JAN-01
WEST/1139/02/FUL And WEST/1140/02/FUL (Duplicate app.'s).	Demolition of properties, construct 55 flats in 3 blocks, Part 3/Part 4 storeys, 1 House, access and parking	WITHDRAWN 01-JUL-03

P/142/05/CFU	Redevelopment: Three storey block to provide 10 flats with parking at rear	REFUSED 18-MAR-05
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**Reasons for Refusal:**

1. The proposed development, by virtue of excessive size, bulk and unsatisfactory design, would be visually obtrusive and overbearing, would not respect the scale, massing and form of the adjacent properties to the detriment of the amenities of the occupiers thereof, the appearance of the streetscene and the character of the locality.
2. The proposal represents an unacceptable form of piecemeal development detrimental to the character and proper planning of the area.
3. The proposed windows/balconies in the rear elevation would allow overlooking of the adjoining properties and result in an unreasonable loss of privacy to the occupiers.
4. The proposed access road and rear parking area, by reason of excessive size and unsatisfactory siting in relation to the neighbouring residential properties, and associated disturbance and general activity would be unduly obtrusive and detrimental to the visual and residential amenities of the occupiers of those properties and the character of the area.
5. Due to the sites close proximity to the traffic light controlled junction, the number of units proposed and the associated car parking arrangement would generate additional vehicle movements that would be to the detriment of the safety and free flow of traffic on the neighbouring highway.
6. The proposed development, by reason of unsatisfactory design and layout, would have poor physical and visual links between the flats and the rear garden thus providing an inadequate standard of amenity for future occupiers thereof.

P/3189/08	Demolition of houses and construction of 80 flats with underground parking.	REFUSED 22-DEC-08
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**Reasons for Refusal:**

1. The proposed development by reason of its scale, bulk, massing, layout and unsatisfactory design and site coverage would be unduly obtrusive and overbearing, and would be out of character with neighbouring properties which comprise mainly two-storey houses, and would not respect the scale, massing and form of those properties appearing inconsistent with the existing pattern of development, to the detriment of the visual and residential amenities of neighbouring residents and the character of the area, contrary to policy 4B.1 of The London Plan 2004, policies D4, D5 and D9 of the Harrow Unitary Development Plan 2004, and Supplementary Planning Guidance Designing New Development (March 2003).
2. The proposed development, by reason of its excessive number of units, site coverage by building, inadequate garden area, proximity to neighbouring properties, associated disturbance & general activity due to over occupation of the site, would represent an over-intensive use, and amount to an over development of the site to the detriment of the residential amenity of future occupiers of the site, neighbouring residents and the character of the area contrary to policies 4B.1 of The London Plan 2004, policies D4, D5, D9, D10, EP25 of the Harrow Unitary Development Plan 2004, and Supplementary Planning Guidance Designing New Development (March 2003).

3. The proposed development would fail to provide 50% of the units as affordable housing, and in the absence of adequate justification, is therefore considered to fail to address strategic housing objectives or the provision of a mixed and balanced community, contrary to the objectives of Policies 3A.8, 3A.9, 3A.10 and 3A.11 of the London Plan.
4. The proposed development, by reason of the failure of units to receive adequate levels of daylight/sunlight, outlook and privacy, and the inadequate provision of amenity space and play space for children and young people on the site, would fail to provide adequate living conditions for future occupier, contrary to policies D4 and D5 of the Harrow Unitary Development Plan and The London Plan draft Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation.
5. The proposed development, by reason of overlooking and overshadowing of neighbouring properties and an overbearing presence on neighbouring properties would be detrimental to the existing residential amenity of the neighbouring properties, contrary to policy D4 of the Harrow Unitary Development Plan 2004.
6. The proposed development would result in undue harm to existing protected trees on site to the detriment of the character and appearance of the site and wider street scene contrary to policies D4 and D10 of the Harrow Unitary Development Plan 2004.
7. The proposed development, by reason of inadequate measures to mitigate traffic generation resulting from the scheme and failure to consider future increases in traffic flow in the area, would be detrimental to the adjacent road junctions, which are already operating in excess of capacity, to the detriment of the free flow and safety of vehicular traffic and pedestrians on the public highway in the area, contrary to Harrow UDP policy T6.
8. Due to the inadequate basement clearance the proposed development would fail to provide adequate provision for refuse collection arrangements on-site, and would therefore be reliant on the public highway for collection arrangements which would be prejudicial to safe and effective operation of the highway, contrary to Harrow UDP policies T6 and T15.
9. The application fails to provide onsite renewable energy generation to address 20% of the total energy demand of the development and therefore is considered to be an unsustainable form of development, contrary to policy 4A.1, 4A.7, 4B.1 of The London Plan 2004, policies D4 of the Harrow Unitary Development Plan.
10. The proposed development fails to provide adequate detail of eight wheelchair units within the development and is therefore considered to fail to adequately provide for the housing needs of wheelchair users, contrary to policy 3A.5 of the London Plan.
11. The proposed development layout is based on single aspect units, with approximately half of these facing north, and provides internal bathrooms and internal kitchens, resulting in a comparatively higher energy demand, and is therefore considered to be an unsustainable form of development that fails to address climate change contrary to policies 4A.1, 4A.2, 4A.3 and 4A.4 of the London Plan.
12. The application has failed to demonstrate that it would provide a 20% reduction in carbon dioxide demand through renewable energy generation on the site, and is therefore considered to fail to provide measures to address climate change contrary to policies 4A.1, 4A.2, 4A.3, 4A.4 and 4A.7 of the London Plan.

**f) Post Refusal/Pre-Application Discussion**

The principle of some form of redevelopment of the site for residential purposes replacing 5 detached dwellinghouses has been accepted, but subject to specific planning policy and design criteria. Previously, officers had expressed concern regarding the density of the scheme, the excessive scale and massing of the proposed building, that the U-shaped building was inconsistent with the established urban grain, inadequate articulation to break-up building, urban character of scheme, proposed single aspect units provide poor quality living conditions, impact on school caretaker dwelling and poor relationship with No. 1 Sudbury Hill (now incorporated into scheme).

A further comment was that the site is within an established suburban residential area, with the immediate locality being a lower density with significant semi-detached and detached dwelling houses. The principle of redevelopment may be acceptable, but subject to criteria such as density, architectural treatment, general scale, amenity space, internal/external amenity, traffic issues and environmental impact considerations. The previous applications had not addressed the concerns of officers and had been refused on several key planning grounds as set out in the previous reasons for refusal.

**g) Applicant Statement**

- Proposal developed in conjunction with discussion with Council Officers
- Acknowledge that road network and junction already over capacity but proposal would not have a significant impact.
- Layout of site proposed to accommodate significant trees.
- Development designed to reflect style, shape, context and character of surrounding buildings.
- Basement entrance is of grade and length to ensure it has less impact on the appearance of building and its use.
- Building respects adjacent school caretakers cottage.
- Internal spaces created to provide outlook and space.
- Good allocation of affordable housing of generous size and mix (in line with documented requirements).
- Development designed in light of CABE Building for life Criteria which demonstrate that the development is attractive, functional and sustainable.
- Proposal redesigned to take into account residential occupiers with 100% lifetime homes and 10% wheelchair homes.
- Development aims to provide a Sustainable Home Code 4 scheme.
- Scheme has increased distances to neighbouring properties and provided better outlook and lighting to flats.
- Designed in conjunction with Secured by Design principles but also does not result in overlooking of private areas.
- Intention to introduce a residential travel plan
- Proposal addresses issues raised within the previous application.



**h) Consultations:**

Highway Engineer: The provision of an average of one parking space per dwelling (which includes for visitors) is in line with the Harrow Unitary Development Plan (UDP) and current and emerging London Plan standards and is therefore considered acceptable given the relatively low public transport accessibility of the site.

It is considered that the increase in use intensity of the proposal is de minimus and can therefore be adequately and safely contained within the road network.

Tree Officer: No objection. There are no tree issues with this application, however a tree protection plan and an arboricultural Method Statement for the installation of the proposed perimeter wall will be required.

Thames Water: No objection.

Environment Agency: No comment received;

Housing: No objection. Noted the following:

This latest proposal includes the provision of 19 affordable homes including 13 for social rent and 6 for shared ownership. The mix is largely supported as there is a good mix of large family sized units included within both tenures.

In relation to securing the maximum reasonable level of affordable housing, the GLA Toolkit appraisal together with the inclusion of 41% affordable housing (by habitable room) results in a scheme which appears to be on the edge of viability and shows a considerable deficit against the existing use value used in the appraisal (bearing in mind that the existing use value is considered conservative in any case).

Base build costs are comparatively low for this type of proposal and are considered acceptable in this instance based on BCIS information available. There are no exceptional development costs included in the appraisal.

Open market values are therefore the one area where an improvement in scheme viability could possibly be achieved. The submission appraisal as it stands and based on the application scheme would require a circa 38% rise in values for any surplus to be secured against the existing use value of the site. This would appear unlikely over the course of the likely development period proposed and as such it would appear that the maximum reasonable level of affordable housing has been secured.

Education: Commented that the development would expect to generate a total of 45 pupils, within 0-15 age group and 16 within 5-10 year age group.

Given an assumed completion of 2012 and projections for 2012-13, forecasts suggest 5.98% surplus, however a majority have already been allocated to additional 166 pupils in the area from previously approved schemes indicating new places may need to be generated in time for this development.

Drainage Engineer: No objection. Recommends three standard surface water drainage disposal and attenuation conditions.

Waste Management: No objection, 7 no. 1280 bins for recycling and 7 no. 1100 bins for residual waste are required.

Metropolitan Police: Noted that the crime prevention measures will comply with the Community Safety - Secured by Design Condition.

Harrow Conservation Areas Advisory Committee: Not adverse to the principle of flats, however the extent of proposals at present would constitute overdevelopment and should be significantly reduced to sit more comfortably within the plot. Proposals are too solid in appearance; these should be broken up with better articulation to provide a more interesting skyline and to allow views through the site as the current houses do. The current massing is too dense and would create a long fortress like development that would impact on gateway to the hill.

Harrow Hill Trust: Regard site as a gateway to the 'Area of Special Character' already affected by the nursing home opposite.  
Concerns over density (based on earlier 64 unit scheme) and made reference to the proposal being excessive and contrary to PPS3.  
Insufficient amenity space provided, likely leading to overuse and prevention of children playing ball games etc. Such development undesirable in an area where families predominate.  
Concerns over road and child safety as a result of being immediately adjacent to the primary school.

CAAC: Noted a slight improvement in the scheme but that previous comments regarding skyline, design and views through had not been observed, and that the scheme would not preserve the entrance to the conservation area. Comments also noted a lack of amenity space provided, including no areas for children, The objection also noted that trees shown on plans did not exist onsite and concerns about access and parking.

London Borough of Brent: No objection.

**Advertisement:**

Major Development

Expiry: 15-AUG-10

**Notifications:**

Sent: 76  
(Including properties in LB Brent)  
  
Comprising: 1-7 odd numbers  
Sudbury Court Drive (odd nos.)  
1-10 All Grange Court (All)  
Lianda, Hill Close  
St Georges RC School  
Groundskeepers House St  
Georges RC School  
1-15 Lanfranc Court (All)  
16-22 Greenford Road (Even)  
1025 and 1027 Harrow Road  
Buchanan Court  
2-12 Sudbury Court Drive (Even)  
1017 to 1023 Harrow Road (Odd)  
1-25 Assisi Ct (All).

Replies:  
One petition with 74  
signatories in  
opposition. 298  
Objections and 1 letter  
of support.

Expiry: 31-AUG-10

It is noted that some 290 of the objections received were individually signed template letters from parents associated with the adjacent school.

**Summary of objections:**

- Appearance intrusive and out of character,
- Excessive density,
- Loss of trees,
- Noise and disturbance,
- Loss of light and privacy,
- conflict with traffic and pedestrians and failure of the application to consider adequately the impact on the school and in general,
- No visitor parking provided
- Concerns over drainage as a result of basement parking.
- Privacy for residents of Assisi Court
- Concerns over extraction systems associated with underground parking.
- Concern over impacts on education and health infrastructure.

Other matters raised through the consultation process related to noise/pollution due to construction. Whilst it is understood that this may be concerning to neighbours, in the event of construction, control of such matters would be controlled through legislation outside of planning control.

**APPRAISAL**

**1) Principle of Development and Character of the Area**

Principle of Residential Development

The development site is located within a suburban setting which is characterised by residential dwelling houses and higher density residential accommodation (Assisi Court flats and the elderly care home). The site is currently occupied by residential dwelling houses.

As the site is not located within a Conservation Area and the buildings are not listed, the demolition of the existing houses is not prevented by adopted policy. The development would accord in principle with policy EP20 of the Harrow Unitary Development Plan which seeks to secure all new build development to take place on previously developed land.

It is noted that the recent amendments to PPS 3 aim to restrict the practice of "garden grabbing" through the development of the rear gardens of domestic dwellings. However as this proposal would involve the comprehensive redevelopment of the entire site, which has been previously development and does not therefore involve residential garden space for dwellings to be retained, the development does not therefore conflict with the aims of PPS3.

In principle then the proposed redevelopment of the site for residential purposes would be appropriate in this location.

London Plan policy 3A.5 requires new development to provide a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. London Plan policy 3A.6 requires new development to take account of the design and construction policies set out in Chapters 4A and 4B, and the density requirements of policy 3A.3 and their implications for bedroom numbers per dwelling.

Target guidance ranges for the density of new residential development are specified in Table 3A.2 Density Matrix of the London Plan. The density guidance ranges specified in this table are related to the site location setting, the existing building form and massing, the indicative average dwelling size, and the Public Transport Accessibility Level (PTAL) of the site.

The proposed development would have a residential density of 70 units per hectare and 221 habitable rooms per hectare. This density is consistent with the London Plan guidance for the form, type, location and accessibility of the scheme.

#### Design and Materials

PPS1, PPS3 and Council UDP policy D4 recognises the importance of the planning process in enhancing the built environment and encouraging high quality design. To meet these aims, both PPS1 and PPS3 require new development to respond to the local context and to create or reinforce local distinctiveness. London Plan policy 4B.1 seeks to ensure that new development promotes high quality inclusive design, create or enhance the public realm and respect local context, history, built heritage, character and communities. Explanatory paragraph 4.10 of Policy D4 Harrow Unitary Development Plan 2004 (HUDP) states that 'development should be designed to complement their surroundings and have a satisfactory relationship with adjoining buildings and spaces. Policy D4 explanatory paragraph 4.11, states that 'buildings should respect the form, massing composition, proportion and materials of the surrounding townscape'.

The scale and layout of the proposed development has been designed to complement and respect the built form and scale of the surrounding area. This is achieved within the development through the proposed use of complementary materials, the use of onsite levels and relationships to minimise the height of the structure, particularly to the north, and the matching of the Sudbury Court Drive building line. The use of pitched roofs and gable ended bay window features would be sympathetic to the character of residential dwellings in the area, and it is noted that these features have been utilised on multiple unit developments nearby.

Whilst the mass of the building and its relationship to the adjacent junction would give it a horizontal emphasis, the use of bay features, and roof level gables, would act to reduce the apparent bulk of the building and would provide some relief and interest when viewed from the streetscene.

Given that the height of the building is a significant factor in this application, and that this is proposed to be mitigated through the benching of the development to respond to the change in levels on the site, confirmation of the total height of the building would be important to ensure that it would equate to dimensions shown on plans. In order to prevent such a situation occurring, it is considered to be appropriate that a condition requiring the provision of a fixed datum point on the intersection of Sudbury Court Drive and Sudbury Hill be provided in order to fix the final height of the building.

The walls of the apartment blocks are proposed to utilise white painted render and brickwork with reconstituted stone detailing. These are all features which are found in the local area and would be in keeping with the surroundings. The materials and design of the proposed building are acceptable and would meet the requirements of both PPS1 and Policy D4 Harrow Unitary Development Plan 2004. However, it is considered that a condition requiring samples of materials and finishes would be appropriate to ensure that these details were acceptable.

Ventilation and extraction would be provided to roof level, within the recessed roof section. Additionally the application proposes the use of communal television reception facilities to prevent unsightly individual satellite dishes and receivers proliferating on the elevations of the site.

Notwithstanding the measures to make it appear complementary to the character of the area, the development would still however retain an individual character which would be appropriate for a large building within in a prominent site and it is considered that, subject to the conditions proposed, the application can be supported.

Living Conditions for Future Occupiers:

The proposed development has confirmed that 100% of dwelling units would be to "Lifetime Homes" standards, this would be in addition to 10% wheelchair standard. As such the proposal would be compliant with the Adopted Accessible Homes SPD (2010).

When considering what is an appropriate standard of accommodation and quality of design the Council is mindful of the Housing Quality Indicators (HQI) with reference to the London Housing Design Guide (2010). Whilst noting that a departure from the industry standard HQI does not justify refusal in itself, it does highlight a shortfall in relation to PPS1, PPS3, London Plan policies and saved Harrow UDP policies.

The submitted drawings show unit sizes to be well in excess of those suggested within The London Housing Design Guide. Circulation is good within units and wheelchair turning areas are indicated on plans.

Ten one and two bedroom units are proposed in the third floor, roofspace level. It is noted, however, that there is a significant amount of communal space provided and that all units would be provided internal access to the amenity space (via elevators in the case of upper floor units). It is also noted that seven of these units would be provided with areas of private amenity space.

Some single aspect units facing north into the courtyard would be likely to receive lower levels of daylight/sunlight. However, an increased number of flats to the rear would now have improved aspect and access to a larger amenity area with the deletion of the rear linked building previously proposed. On balance it is considered that the proposals would meet the aims of saved Policy D4 of the Unitary Development Plan in relation to daylight and sunlight.

Units within the roof space are dependent upon dormers for receiving daylight and sunlight and for outlook. However given that all of these units are provided with generous floor areas (in excess of the Mayors Guidance) and in some cases, the provision of balconies for amenity space, it is considered that this would be acceptable.

Given these considerations on balance, the application is considered to be acceptable in this respect and would provide an acceptable standard of accommodation for future occupiers.

#### Amenity Space for Future Occupiers

Saved policy D5 of the Harrow Unitary Development Plan 2004 requires new residential development to provide adequate amenity for future occupants. This is also a requirement of policy D4 of the Plan. London Plan Policy 3D.13 which seeks to ensure that children have safe access to good quality, well designed, secure and stimulating play and informal recreation provision. London Plan Supplementary Planning Guidance: Children and Young Peoples Play and Informal Recreation, requires well designed play and recreation space for every child to be accommodated in new housing development. Specifically, appropriate and accessible facilities within 400m for 5-11 year olds or within 800m for 12 plus age group alternatives are recommended. The London Borough of Harrow Play Strategy [2007-2012] seeks to ensure that new development recognises and addresses the importance of incorporating good quality, inclusive, safe and stimulating play spaces.

The development responds to these criteria through the provision of functional and practical private space at roof level and for each ground floor unit. It is noted that some of the ground floor space would be compromised by the retaining walls (to the north of the site) which would result in some level of enclosure. However, it is considered that the lower quality of the outdoor space provision to these units would be acceptable, given that they would allow the provision of some private space in addition to the communal areas.

It is noted that some of the private amenity space proposed within the development would be between the building and the highway. This is generally considered to be a poor quality solution as this tends to result in poor privacy and conditions of general disturbance from the nearby road. In this instance however, the proposal manages to retain a significant setback for amenity space of at least 5m behind the road boundary (at its closest point). This space, in conjunction with changes in levels between the site and the road, would provide opportunity for appropriate screening of private amenity areas to the extent that there would not be detriment to the future occupiers of these sites or the character of the area.

A communal amenity space of some 730sqm would be provided to the north of the building. This would include 290sqm of dedicated garden space as a "Child Play Area", which would be appropriate given that large family units are proposed within the scheme. As part of the landscaping conditions of the scheme, details of the play facilities provided within this child play area would be required.

Play space for children is provided on the site, in line with the requirements of the Mayor of London draft SPG Providing for Children and Young People's Play and Informal Recreation. The application is therefore considered to adequately provide for the needs of children subject to details of play equipment and maintenance schedules for such equipment.

The provision of 730sqm of communal amenity space, in conjunction with the provision of private amenity space for ground floor occupiers, would be considered to be acceptable for the potential occupiers of the site. However, notwithstanding the above, it is noted that the site is not located within an area defined as being a "Local Park Deficiency Area" within the Harrow UDP.

#### Landscaping:

Policy D4 of the HUDP identifies the importance of landscaping as part of the overall design of a site. Policy D5 seeks to achieve and retain a high quality of street side greenness and forecourt greenery and Policy D9 seeks to achieve a balance between the design, bulk and location of new buildings as well as the retention of as many trees as possible. Policy D9 of the Harrow Unitary Development Plan seeks to achieve and retain a high quality of street side greenness and forecourt greenery.

The site benefits from extensive screening with a number of mature trees spaced around the street frontage boundary of the site. The site is outside of the Sudbury Hill Conservation Area, but Sudbury Hill (road) provides one of the principal vehicular access routes into the Conservation Area, and into the designated Harrow on the Hill Area of Special Character. The existing trees on the application site provide an important contribution to the setting of the entrance into these areas.

The site is covered by a group Tree Preservation Order, providing protection for the trees across the site. The application proposes substantial development in close proximity to several of the trees including excavation to provide a level floor slab across the site and further excavation to form the basement level.

Excavation has significant potential to result in detriment to the root structure of the trees. It is noted that the development could infringe root protection zones that are identified in the submitted Tree Survey report. The close proximity of the proposed building to existing trees raises further concerns regarding the future, post development pressure for heavy pruning. Notwithstanding these concerns, the Council's tree officer has reviewed the proposal and subject to safeguarding conditions now raises no objection.

The provisions for landscaping within the scheme, including the retention of existing trees, are considered to be acceptable in principle subject to conditions requiring details of hard and soft landscaping of the site being submitted and approved by the Council, a Landscape Management Plan and Maintenance Schedule and a 5 year period for replacements of soft landscape will also be required. Therefore, subject to further detail being submitted by condition, in accordance with HUDP policies D4, D9 and D10, this element of the scheme is considered to be acceptable for this setting and the character of the area.

## **2) Residential Amenity**

Objectors to the scheme have raised concerns regarding the impact of the proposed development on the amenities of neighbouring properties. As a result of the layout of the site, it shares a boundary with only two neighbours, the school to the west and south west and no. 1 Sudbury Court Drive to the north and north west.

The proposed development has been significantly altered from previous applications and even from the details initially submitted within this application. The number of units have been reduced which reduces the size of the building. With regard to the school, the scheme has been designed so that the building on this boundary has been significantly reduced in size. The proposal has also been set back from 1 Sudbury Court Drive. Notwithstanding this, the impacts of the development are assessed as follows:

With regard to occupiers to the south and east, the nearest habitable room windows are located some 30m (in the case of Buchanan Court) and 25m (Assisi Court) respectively. These separations are considered to be sufficient to maintain the privacy of neighbouring occupiers and that any impacts in terms of overlooking would also be adequately mitigated.



With regard to the school adjacent to the site (to the south west of the site) the primary concern expressed by these neighbours is transportation based. With regard to the caretakers house located adjacent to the site boundary it is noted that the development would retain a separation of at least 23m between these buildings. The proposed development would also propose to retain landscaping on the common boundary. Given that the separation between the adjoining dwelling and the closest point of the proposed building has been significantly increased over that previously proposed, it is not considered that the proposed development would result in a significant loss of outlook or overlooking of the site property. As such, the amenities of these occupiers would be considered to be preserved and the issues raised in the previous application resolved.

Notwithstanding the relationship with the road boundary, the most significant direct impacts of the development would be on no. 1 Sudbury Court Drive to the north west. The proposed building would be separated from the common boundary by a distance of 10m at its closest point (directly adjacent to the side boundary of the property). As a result of the step of the building line to the rear of no.1 Sudbury Court Drive, the separation between the proposed building and the boundary to the rear of the dwelling along this north eastern boundary would be some 17.75m.

With regard to the rear garden of the property at no.1 Sudbury Court Drive, officers note that the proposed building would be approximately 2.5m lower than this neighbouring dwelling, which would read as a reduction in height of just under one storey from the neighbouring property.

It is noted that the proposed development seeks to provide primary (sole) windows in the flank wall facing no. 1 Sudbury Court Drive on all levels and that such situations can result in conditions prejudicial to the amenities of neighbouring occupiers. Notwithstanding this, given the lack of protected windows in the side elevation of no. 1 Sudbury Court Drive and the open nature of land to the side of this dwelling and the distance of 17m from the shared boundary, there is not considered to be any direct impact on the privacy of the occupiers of the building itself., or an unreasonable increase in overlooking compared to the existing situation.

Furthermore due to the stepped nature of the boundary on this side elevation there is a significant buffer area (of some 5m) on the site boundary which is available for landscaping. It is considered that the submission of landscaping on this boundary would provide an adequate level of privacy for the occupiers of this neighbouring site should existing planting be retained and satisfactory additional landscaping proposed, it is considered that on balance, were conditions to be attached to the development that the development would result in an inappropriate level of overlooking or unacceptable loss of privacy for neighbouring occupiers.

The objections relating to extraction systems from the underground parking parking area are noted. Equipment associated with such extraction could result in noise, disturbance or other loss of amenity for occupiers of the site or neighbouring properties. As such it is considered appropriate that a condition requiring details of such extraction equipment be required as a condition of any approval.

Disturbance from traffic arising from the site:

The majority of traffic generated from the site would be located towards the south western corner of the property, which whilst close to the boundary with the school, would be distanced from any sensitive uses. Given that parking would be provided below ground level, disturbance caused by traffic onsite with regard to neighbouring properties would be adequately mitigated,.

It is considered that there may be some issue of noise for occupiers of 1 Sudbury Court Drive resulting from service vehicles accessing the service lane from Sudbury Court Drive. Whilst this is likely to be a low intensity use, in order to mitigate any adverse impacts, a condition requiring acoustic fencing on the common boundary with 1 Sudbury Court Drive will be required.

The objections relating to extraction systems from the underground parking area are noted. Equipment associated with such extraction could result in noise, disturbance or other loss of amenity for occupiers of the site or neighbouring properties. As such it is considered appropriate that a condition requiring details of such extraction equipment be required as a condition of any approval.

**3) Parking/Highways Considerations**

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. It emphasises the importance of planning in creating sustainable communities, of reducing the need to travel, and encouraging public transport provision to secure new sustainable patterns of transport development. PPG13 sets out the overall strategy for a sustainable transport system, with the objectives of integrating planning and transport at the national, regional, strategic and local level to:

*promote more sustainable transport choices for both people and for moving freight;*

*ii) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and*

*iii) reduce the need to travel, especially by car.*

The London Plan and 'saved' Policies T6 and T13 of the adopted Harrow UDP adopt a similar approach in seeking to require the provision of public transport and the retention and provision of safe and convenient cyclist and pedestrian routes.

The application proposes the submission of a Residential Travel Plan Initiative (RTPI) within part 20.0 of the submitted Design and Access Statement. The RTPI would include the provision of a travel plan co-ordinator who will manage its implementation and the proposal considers that this will conform to the Harrow Council Residential Travel Plan Draft Initiatives. A condition to require the implementation and management of the travel plan is recommended to be included as a condition.

It is noted that a number of local residents have concerns over the traffic and parking problems that may be created as a result of the proposed development. Essentially they have set out that the adjacent road junction is already at capacity, an issue intensified by the proposed additional units, and also that onstreet parking could result in traffic management issues which would cause problems in the area. Additional concern was expressed that the location of the adjacent school, in conjunction with the proposed increase in intensity would cause harm to residents and users of the highway.

It is considered that the existing five dwellings would generate four vehicle movements during each of the morning and afternoon peak hours, with the proposed development expected to generate some sixteen additional movements during each peak hour (or approximately one vehicle movement per four minutes). Based on these figures, it is considered that the number of vehicles needing to enter or exit the site would be at a level which would not hinder the flow of traffic on the adjoining highways. The applicant's Design and Access Statement sets out the expected trip generation and traffic management proposals for the development. The traffic plan (submitted on the basis of the original larger number of units initially proposed within the application) suggested a similar number of movements which implies that Council figures are somewhat conservative.

Since some of the traffic movements resulting from the development would be for vehicles exiting the site and turning left to merge with traffic or turning into the site when travelling from the north west, the traffic impacts would in practice be expected to be further reduced.

The Council's Highway Engineer has confirmed that the level of car parking provision is acceptable in this instance, taking into account the location and nature of the development.

With regard to overspill parking, the nature of the adjacent junction and the volume of traffic using it result in the area being "self enforcing". That is, vehicle owners are unlikely to park in the area due to the fear of damage to their vehicles. Given that it has been concluded that proposed onsite parking levels would be appropriate and that the development would be expected to further reduce traffic through a travel plan, it is not expected that the development would result in any significant demand for onstreet parking over that currently existing. Given these conclusions, it is considered that the development would be acceptable in this respect.

The concerns of neighbours in respect of disruption for pedestrians are noted. However, given the expected low frequency of movements from the site, and considering that the proposal would replace four accesses with a single crossover with a curb and radius edging, it is considered that this would result in better clarity and safety for pedestrians in the area, which would assist safer and more clear navigation between pedestrian and vehicular traffic. Notwithstanding this, it is acknowledged that there may be impacts of the development, specific to the site which may be unforeseen at this stage. In light of this consideration, it is considered appropriate that the Council secures a S106 provision of £10,000 for highway improvements which may be required to ensure safety of motorists and pedestrians. This money would be refunded after 5 years if not required.

Given that the development proposes a significant reduction in intensity of use over that previously refused (by some 26 units) it is considered that the proposed intensification of use would now be able to be accommodated by the road network and can now be supported.

Overall, the parking and highways matters are considered acceptable subject to conditions or S106 obligations for a Travel Plan to set out how the development would minimise travel to the site by private car.

#### **4) Affordable Housing**

London Plan policy 3A.5 and Harrow UDP policy H7 require new development to provide a range of housing choice, in terms of the mix of housing sizes and types, taking account of the housing requirements of different group.

London Plan policy 3A.10 requires borough to seek the maximum reasonable amount of affordable housing; having regard to own overall target for affordable housing.

The application seeks to provide 19 of the 54 units as affordable, which would equate to 34% socially rented and 11% mixed tenure. The applicants have submitted an Affordable Housing Toolkit to demonstrate the viability of the scheme. This toolkit has been assessed by officers of the Council's Housing Enabling Team who are supportive of the distribution of units. within the scheme and given the information provided, are satisfied that the maximum viability level for the scheme has been secured.

#### **5) Sustainability**

London Plan policy 4A.1 'Tackling Climate Change' defines the established hierarchy for assessing the sustainability aspects of new development. This policy sets out the 'lean, clean, green' approach to sustainability, which is expanded in London Plan policies 4A.3 through to 4A.7. Overall, the suite of policies seeks to address climate change through minimising emissions of carbon dioxide.

The Design and Access Statement submitted within the application stated that a minimum Code for Sustainable Homes level of 3 would be achieved. As part of responses to further information requested, the Applicants agent acknowledged that Sustainable Homes code 4 is now a requirement for affordable housing provision and that they intend to achieve this level within the development. This was confirmed in an email of 18 August to the Council.

Reference is made in the application to the provision of a more efficient building envelope, above minimum Building Regulation requirements. No substantive detail is provided to demonstrate or enable assessment of this element and this information will be required under condition.

The applicant has stated that a biomass boiler would be incorporated into the design to provide heating. A plant room area for this unit and fuel storage area is indicated on the plans at basement level. No detail of the specification of this unit is provided with the application, but this would be safeguarded by condition.

It is noted that the application states that “only very few dwellings face towards the north”. For clarity, 17 out of 54 of the units within the scheme would be north facing, and would therefore result in lower levels of solar gain and the single aspect units would be unable to take advantage of natural cross ventilation for cooling. Further, all of the bathrooms and most of the kitchens within the scheme would be internal, without windows. While it is acknowledged that Building Regulation compliant ventilation would be required to these rooms regardless of the location within the building, the proposed internal position would result in a greater dependence on mechanical ventilation and electric lighting. This greater demand would be offset through the use of biomass heating, solar water heating and other matters proposed within the application. Given this consideration, and that the applicant has provided daylight assessments in support of the scheme, it is considered that, subject to a condition requiring a demonstration as to how the proposal would achieve overall acceptable energy efficiency would be sufficient to address these concerns.

The application states that air source heat pumps and solar water heating would be used to provide low carbon and zero carbon renewable energy generation. No detail of generation capacity is provided.

Further detail of the compatibility of the proposed heating system is required to demonstrate that this would be an effective strategy that maximised the CO2 reduction, and that the combination of biomass boiler, air source heat pump and solar water heaters was an effective strategy. This would be safeguarded through planning conditions.

Overall, the application has made reference to sustainability measures but has failed to provide full details of measures to meet the London Plan policy requirements. However, it is anticipated that technical submissions by the applicants at the conditions stage can be achieved.

## **6) Section 106**

### Education/Healthcare provisions:

With regard to education provision, the development would result in a number of additional residential units a significant proportion of which will be 2 or more bedrooms and would therefore attract children requiring educational facilities. London Plan Policies 6A.4 and 6A.5 suggest that the Council may require contributions for education where school services in the area are not sufficient to provide for the expected additional demand, in this instance, as discussed in comments from Council Education Services, the facilities within the area have not been confirmed as being sufficient to provide for the expected additional educational demand of this and other similar schemes. As such, in this instance a commensurate financial contribution, will be required.

With regard to contributions towards local health centre improvements, the statutory body has not provided evidence that the local infrastructure cannot accommodate the additional units proposed. Given this lack of evidence, it is considered that a contribution is not appropriate in this instance.

Affordable Housing Provision:

The application proposes a mix of housing types and sizes. The section 106 agreement will require the provision of at least 13 affordably rented units and at least 6 shared ownership units to be managed by a Registered Social Landlord subject to a nomination agreement with the Council. Also required will be the distribution of units and their tenure to be as demonstrated within the proposed plans. This will ensure that units are fairly and equitably allocated between tenures.

Onsite Training and Development:

As previously discussed, Policies 6A.4 and 6A.5 of the London Plan promote learning and training as part of Legal Agreements. Harrow Council runs a Construction Training Initiative which facilitates the placement of residents into work on development sites. In respect of this application, the applicant will be required to pay a commensurate contribution towards onsite training, as well as towards the funding of the Council's Construction Training Co-ordinator. In addition to this, the development will be required to develop and implement a strategy to place members of the local community into work onsite.

Transportation:

As previously discussed, whilst officers are satisfied that the traffic impacts of the development will be minor, it is considered appropriate to secure £10,000 for highways improvements, to mitigate any adverse impacts of the development.

**7) S17 Crime & Disorder Act**

It is considered that the proposal would not have an impact with respect to this legislation. The development provides overlooked entrances and communal spaces, basement parking is secure and it is noted that the scheme has been refined in conjunction with the help of Harrow Police Crime Prevention Officers, and that they are supportive of the scheme.

**8) Consultation Responses**

- It is considered that the comments related to appearance and design of the building have been addressed in the text of the report.
- With regard to privacy issues, amendments to the scheme are considered to have addressed these issues and these have been discussed in the body of this report.
- In relation to loss of trees, the submission of details and discussions with Tree Preservation officers, in addition to appropriate conditions would be considered to satisfy these concerns.
- With regard to traffic effects, these have been assessed and discussed within the report, officers are satisfied that the intensity of development, along with the provision of a financial contribution in the event of unforeseen circumstances, would be sufficient to satisfy any concerns raised.
- Issues of noise and disturbance and density have been discussed above.

Given these considerations, it is considered that the objections raised to the scheme would not be sufficient to justify refusal in this instance.

## **CONCLUSION**

This application site has been the subject of a number of proposed flattened schemes since 2001 and a dismissed appeal for a substantial six storey residential development.

Previous applications on this site have noted concerns over density, bulk and scale of the proposed development. Whilst the previous refused scheme involved an overdevelopment of 80 units, together with an excessive scale of 4 storeys for the respective site frontages and an inadequate level of amenity space. The current development proposes 54 units with a reduced bulk and better relationship with neighbouring occupiers. The current scheme also involves improved levels of amenity space, an increased setback from adjoining sensitive boundaries and concessions towards sustainability. Importantly, the scheme also reduces the intensity of traffic expected and would therefore have a reduced impact on the surrounding road network.

Specifically, the residential density has been comparatively reduced and an increased level of amenity space has been introduced which results in an acceptable relationship to the caretakers house on the adjacent school and also where it abuts the residential properties in Sudbury Court Drive. The proposal has addressed the issues raised within the previous application and which, subject to conditions and a S106 agreement can now be supported.

For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations, this application is recommended for grant, subject to the following conditions :

## **CONDITIONS**

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 be carried out in accordance with the following approved plans:

1562 01 Rev. A; 1562 02; 1562 30; 1562 60 Rev. G; 1562 61 Rev. G; 1562 62 Rev. G; 1562 63 Rev. G; 1562 64 Rev. G; 1562 65 Rev. G; 1562 80 Rev. G; 1562 81 Rev. G; 1562 82 Rev. G; 1562 83 Rev. G; 1562 85 Rev. G; 1562 86 Rev. G; 1562 12.3.10 - s1; 1562 12.3.10 - s2; 1562 12.3.10 - sk3; 1562 12.3.10 - s4; 1586 85; 1586 86; 1562 87; 1562 88; 1562 89; Site Plan Scale 1:1250; Figure 3.3

Transport Assessment (MVA Consultancy)

Design and Access Statement (Revised 21 January 2010)

Email from Kenneth W Reid and Associates dated 19/08/2010

Letter from Paradigm Housing dated 1st June 2010

REASON: For the avoidance of doubt and in the interests of proper planning.

3 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: all ground surfacing materials;

b: Details of a timber, acoustic fencing system on the boundary of the site and no. 1 Sudbury Court Drive;

c: other site boundary treatment including walls, railings and gates;  
d: all materials and finishes to be used in the construction of the site to include:

Samples of bricks, cladding systems, renders and any other external materials

Details of rainwater goods

Details (including sections) of all doors and windows to be proposed within the scheme.

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 and the amenities of neighbouring occupiers in accordance with Policy D4 of the Harrow Unitary Development Plan (2004).

4 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, a detailed tree protection plan and an arboricultural Method Statement for the installation of the proposed perimeter wall shall also be submitted and approved. 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 in accordance with Policies D4 and D9 of the Harrow Unitary Development Plan (2004).

5 The development hereby approved shall not be occupied until details of any and all play equipment along with maintenance schedules proposed within the "Designated Child Play Area" have been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the appearance and character of the area, to enhance and protect the amenities of future occupiers and to enhance the appearance of the development in accordance with Policies D4, D5 and D9 of the Harrow Unitary Development Plan (2004).

6 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out within one year following the occupation of the building, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 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 in accordance with Policies D4 and D9 of the Harrow Unitary Development Plan (2004).

7 The erection of fencing for the protection of any retained tree identified within the tree protection plan 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 in accordance with saved Policy D4 and D10 of the Harrow Unitary Development Plan (2004).

8 No site works or development shall commence until confirmation is provided to the Local Planning Authority of a fixed ground level datum point being installed within the site on the junction of Sudbury Hill and Sudbury Court to fix the height of the building in relation to the adjoining land and highway(s). The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in accordance with Policy D4 of the Harrow Unitary Development Plan (2004).

9 The development hereby permitted shall not commence until facilities for

a: the storage and disposal of refuse/waste

b: and vehicular access thereto

have been completed in accordance with the approved drawings 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 in accordance with Policy D4 of the Harrow Unitary Development Plan (2004).

10 Prior to commencement of works onsite, a detailed energy strategy detailing how the proposed energy efficiency measures would achieve at least 20% energy efficiency and CO2 reduction and to attain Code 4 Sustainability provision, shall be submitted to and approved by the local planning authority, this shall include technical details of:

- The specifications and output expected for the proposed biomass boiler system.
- Details specifications of the proposed solar water heaters
- Details of heatpump systems

The scheme shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To ensure the delivery of a sustainable development in accordance with PPS1 and its supplement Planning and Climate Change and Policy D4 of the Harrow Unitary Development Plan (2004).

11 Prior to commencement of works onsite, details of any proposed extraction or ventilations systems relating to the underground parking area including the locations of any ducts, chimneys and related apparatus, and measures to mitigate any disturbance caused by such equipment, shall be submitted to and approved by the Local Planning Authority. The development to be completed in full accordance with such details and retained thereafter.

REASON: In the interests of the amenities of the occupiers and neighbours of the site and in pursuance of saved Policies D4 and EP25 of the Harrow Unitary Development Plan (2004).

12 Prior to the first occupation of the building a Green Travel Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The content of the Travel Plan shall be formulated so as to maximise travel to the site by methods other than the private car and shall be reviewed and updated on an ongoing basis. The travel plan shall be implemented within 6 months of the first date of occupation of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure the delivery of a sustainable development which seeks to minimise travel by private car in accordance with PPS1 and its supplement Planning and Climate Change, PPG13, London Plan Policy 4A.1 and Policies D4 and T6 of the Harrow Unitary Development Plan (2004).

13 Prior to Commencement of works onsite, a layout plan for the distribution of parking spaces within the underground garage shall be provided. Parking spaces shall be marked out and available for use prior to first occupation and shall remain available at all times thereafter, unless the prior, written approval of the local planning authority is received.

REASON: In order to ensure an appropriate level of parking onsite which does not conflict with the operation of the roading network and which ensures the delivery of a sustainable development which seeks to minimise travel by private car in accordance with PPS1 and its supplement Planning and Climate Change, PPG13 and Policies D4, T6 and T11 of the Harrow Unitary Development Plan (2004).

14 Notwithstanding the submitted details, before the first occupation of the building hereby permitted, details of the facilities for the layout and secure parking of bicycles shall be submitted to and approved in writing by the Local Planning Authority, provided prior to the development being first occupied and retained thereafter.

REASON: To ensure the delivery of a sustainable development which seeks to minimise travel by private car in accordance with PPS1 and its supplement Planning and Climate Change, PPG13 and Policies D4 and T6 of the Harrow Unitary Development Plan (2004).

15 Notwithstanding the details hereby approved, no ventilation, extraction systems or associated ducting shall be introduced into the exterior elevations of the building without the prior written permission from the local planning authority.

REASON: To ensure an appropriate standard of development which provides a high quality visual appearance for the area, in pursuance of saved Policy D4 of the Harrow Unitary Development Plan (2004).

16 Prior to commencement of works onsite, additional details of a strategy for the provision of communal facilities for television reception (eg. Aerials, dishes and other such equipment) shall be submitted to and approved by the Local Planning Authority. Such details to include the specific size and location of all equipment. The approved details shall be implemented prior to first occupation of the building and shall be retained thereafter and no other television reception equipment shall be introduced onto the walls or roof of the approved building without the prior written approval of the Local Planning Authority.

REASON: In order to prevent the proliferation of individual television reception items on the building to the detriment of the visual amenity of the area in accordance with saved Policy D4 of the Harrow Unitary Development Plan (2004).

17 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- a. The parking of vehicles of site operatives and visitors
- b. Loading and unloading of plant and materials
- c. Storage of plant and materials used in constructing the development
- d. Wheel washing facilities
- e. Measures to control the emission of dust and dirt during construction
- f. A scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network.

18 The development hereby permitted, as detailed in the submitted and approved drawings, shall be built to Lifetime Homes Standards, with not less than 10% of total units being to wheelchair standards. The development shall be thereafter retained to those standards.

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

19 The development hereby approved 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 by, the local planning authority. The development shall be carried out in accordance with such details and retained thereafter.

REASON: To ensure that adequate drainage facilities are provided in accordance with Sewers for Adoption and Policy D4 of the Harrow Unitary Development Plan (2004).

20 The development of any buildings hereby approved shall not be commenced until works for the disposal of surface water have been submitted to and approved in writing by, the local planning authority.

The development shall be carried out in accordance with such details and retained thereafter.

REASON: To ensure that adequate drainage facilities are provided, reduce and mitigate the effects of flood risk following guidance in PPS25 and PPS 25 Practice Guide.

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

REASON: To prevent the increased risk of flooding, reduce and mitigate the effects of flood risk following guidance in PPS 25 and PPS 25 Practice Guide.

## **INFORMATIVES**

### **1 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:

PPS1 – Sustainable Development (2005)

PPS1 – Sustainable Development: Planning and Climate Change (Supplement to PPS1) (2007)

PPS3 – Housing (2010)

PPS4 – Planning for Sustainable Economic Development (2009)

PPS5 – Planning for the Historic Environment (2010)

PPG13 – Transport (2001)

London Plan 2008: 3A.1, 3A.2, 3A.3, 3A.5, 3A.6, 3A.8, 3A.9, 3A.10; 3D.13, 4A.1, 4A.3, 4A.4, 4A.5, 4A.6 4A.7, 4B.1, 4B.8, 6A.4, 6A.5.

Harrow Unitary Development Plan: D4, D5, D9, EP12, H14, H17, C16, T6, T13

SPG – Extensions: A Householders Guide (2008) and

SPD – Accessible Homes (2010).

### **2 CONSIDERATE CONTRACTORS CODE OF PRACTICE**

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 PARTY WALL ACT**

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

1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building,

and that work falls within the scope of the Act.

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

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

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

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

### **4 THAMES WATER**

There may be public sewers crossing / adjacent to the site, so any building within 3m of the sewers will require an agreement with Thames Water Utilities. 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: 0645 200 800

## 5 PERMEABLE PAVING

Note: guidance on permeable paving has now been published by the Environment Agency on

<http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

## 6 COMPLIANCE WITH PLANNING CONDITIONS

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.

## 7 DRAINAGE INFORMATION:

For further information with regard to the Drainage conditions attached to this consent, the applicant should contact Harrow Drainage Section at the earliest opportunity on 020 8424 1586.

Plan Nos: 1562 01 Rev. A; 1562 02; 1562 30; 1562 60 Rev. G; 1562 61 Rev. G; 1562 62 Rev. G; 1562 63 Rev. G; 1562 64 Rev. G; 1562 65 Rev. G; 1562 80 Rev. G; 1562 81 Rev. G; 1562 82 Rev. G; 1562 83 Rev. G; 1562 85 Rev. G; 1562 86 Rev. G; 1562 12.3.10 – sk1; 1562 12.3.10 – sk2; 1562 12.3.10 – sk3; 1562 12.3.10 – sk4; 1562 85; 1562 86; 1562 87; 1562 88; 1562 89; Site Plan Scale 1:1250; Figure 3.3; Transport Assessment (MVA Consultancy); Design and Access Statement (Revised 21 January 2010)

**LAND REAR OF 65 BRIDGE STREET, P/1966/09/IH  
PINNER HA5 3HZ**

Ward PINNER

DEMOLITION OF EXISTING DISUSED TIMBER-FRAMED, STEEL-ROOFED BUILDINGS AND REDEVELOPMENT FOR 26 FLATS [13NO. X ONE-BED AND 13NO. X TWO-BED] WITH ASSOCIATED AMENITY SPACE AND TWO DISABLED PARKING SPACES [REVISED APPLICATION TO P/1907/07 ALLOWED ON APPEAL DATED 25 FEBRUARY 2008 INVOLVING INTERNAL LAYOUT ALTERATIONS ONLY].

**Applicant:** LogicPlough Limited  
**Case Officer:** Ian Hyde  
**Statutory Expiry Date:** 20-OCT-09

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## RECOMMENDATION

**GRANT** planning permission subject to conditions and the completion of a Section 106 Agreement within 6 months, and for the authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the Section 106 Agreement and to agree any minor amendment to the conditions or the Legal Agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- i) **Affordable Housing:** Nine units [34.6%] units as affordable housing [6 two-bedroom units as social rented and 3 one-bedroom units as intermediate] to be managed by a nominated Registered Social Landlord'.
- ii) **Legal Fees:** Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.
- iii) **Planning Administration Fee:** Payment of £750 administration fee for the monitoring of and compliance with this agreement.

## INFORMATION:

This application was previously considered at the meeting of the Planning Committee on 14 October 2009. At this meeting it was resolved to grant permission, however the section 106 agreement was not engrossed in the 6 month timeframe provided for resolution. Therefore the application is required to be reconsidered by Members.

## Further information:

A scheme for 30 flats on this site was allowed on appeal. This application proposes a reduction in the number of units permitted from 30 flats to 26 with only internal layout changes proposed to achieve a better layout and housing mix. There are no external / elevation changes.

The Appeal decision for 30 flats is appended, as is the legal agreement for that scheme. All of the planning conditions in the Inspector's decision apply to this proposal, as do the Heads of Terms of the legal agreement.

Following the Committee resolution in October 2009 there have been no material changes in policy or site circumstances that would affect the consideration of this application.

Below is the original report to the Planning Committee.

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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**

The London Plan 2008: 3A.6, 4A.1, 4A.4, 4A.7, 4A.21, 4B.1.  
London Borough of Harrow UDP 2004: D4, D10.

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

The London Plan 2008: 3A.6, 4A.1, 4A.4, 4A.7, 4A.21, 4B.1.  
London Borough of Harrow UDP 2004: D4, D10.

**3) Residential Amenity**

London Borough of Harrow UDP 2004: EP25, D5.

**4) Parking and Highway Safety**

London Borough of Harrow UDP 2004: T6, T13.

**5) Accessible Homes**

The London Plan 2008: 3A.5, 4B.5.

**6) S17 Crime & Disorder Act**

London Borough of Harrow UDP 2004: D4

**7) Consultation Responses**

**a) Summary**

Statutory Return Type: Major Dwellings  
Site Area: 0.1131 ha  
Car Parking: Provided 2 disabled  
Lifetime Homes 26  
Wheelchair Standards 3  
Council Interest: None

**b) Site Description**

- Vacant brownfield site situated to the rear of 65 Bridge Street, Pinner.

**c) Proposal Details [Revised Changes]**

- Revised application for 26 residential units. The following minor changes to the February 2008 permission allowed on Appeal are sought:
  - Reduction in number of units from 30 to 26 to achieve a better layout and dwelling mix;
  - 13no. x one-bed and 13no. x two-bed [Formerly 25no. x one-bed and 5no. x two-bed].

<b>Appeal Scheme</b>	<b>This Scheme</b>
<b>30 units</b>	<b>26 units</b>
<b>25no. x one-bed</b>	<b>13no. x one-bed</b>
<b>5no. x two-bed</b>	<b>13no. x two-bed</b>
<b>9no. x Intermediate Housing [30%]</b>	<b>9no. x Intermediate Housing [34.6%]</b>

**d) Relevant History**

P/1907/07                      30 residential units

REFUSED  
11-OCT-07  
ALLOWED ON  
APPEAL 25-FEB-08

**e) Pre Application Discussion**

- The Agent engaged with Harrow Council prior to the submission of this planning application.

**f) Applicant Statement**

- None.

**g) Consultations:**

None statutory consultations.

**Site Notice:**                      Major Dwellings

**Notifications:**

Sent: 78                                      Replies: 1

**Summary of Responses:**

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

- Intrusive at four storeys; and
- Access to the units on to the road of a busy high street.

**APPRAISAL**

**1) Principle of Development and Land Use**

The principle of development is established by the planning permission allowed on Appeal.

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

The external design has not changed from the decision allowed on Appeal.

**3) Residential Amenity**

Notwithstanding the representation received, the height of the blocks of flats at four storeys was allowed on Appeal and no changes to the external alterations are proposed. Therefore, the issue of residential amenity is addressed by the Appeal decision.

**4) Housing Provision**

The proposal represents 26 units to Harrow's housing stock, which would make a positive contribution with regards to meeting annual housing targets for the Borough. The scheme provides 13no. x one-bed flats and 13no. x two-bed flats. Accordingly, this is considered acceptable in terms of layout and dwelling mix.

**5) Parking and Highway Safety**

The proposal provides for two disabled car parking spaces. A Residents Travel Plan is recommended as part of a legal agreement, as on the Appeal scheme.



**6) Accessible Homes**

The proposed development would comply with Harrow's 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 26 units would be to Lifetime Homes standards. Furthermore 10% of all units would be built to meet Wheelchair Homes standards.

**7) S17 Crime & Disorder Act 1998**

A condition is recommended for approval of Details in respect of a schedule of measures to minimise the risk of crime.

**8) Consultation Responses**

No statutory consultations. Regarding neighbour notifications, one representation was received objecting to the proposal on grounds of visual intrusion at four storeys and access to the development from a busy high In response to this, the principle of development is established by the planning permission allowed on Appeal. No external alterations from the Appeal scheme proposed.

**CONDITIONS**

1 The development hereby permitted shall begin not later than three years from the date of this decision.

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

2 No taxable occupation of any part of the building hereby approved shall take place until pedestrian safety measures (tactile paving and a guard rail) have been installed at the junction of the access road and the Bridge Street footway, in accordance with details which shall have been submitted to and approved in writing by the local planning authority. The safety measures shall thereafter be retained.

REASON: In the interest of pedestrian and highway safety, and in pursuance of saved policy T6 of the Harrow Unitary Development Plan (2004).

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

REASON: To secure the provision of archaeological excavation and the subsequent recording of the remains in the interests of national and local heritage in pursuance of Policies D20 and D21 of the Harrow Unitary Development Plan (2004).

4 Prior to commencement of the development hereby permitted, a detailed schedule of measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the appeal site shall be submitted to and approved in writing by the local planning authority. These details shall include requirements that (i) all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards set out in BS PAS 24-1:1999 – 'Security Standards for domestic door sets' and (ii) 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 set out in BS 7950 – 'Security Standards for domestic window sets'.

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

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

5 No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

REASON: In the interests of amenity and highway safety and in pursuance of saved Policies D4, D5 and T6 of the Harrow Unitary Development (2004).

6 No demolition or site works in connection with the development hereby permitted shall commence until the frontage and boundaries of the site have been enclosed by a close boarded fence and gates 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 and in pursuance of saved Policies D4 and T6 of the Harrow Unitary Development (2004).

7 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building, the ground surfacing and the boundary treatment hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

REASON: To safeguard the appearance of the locality in pursuance of saved Policy D4 of the Harrow Unitary Development (2004).

8 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. 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 in pursuance of saved Policies D4, and D5 of the Harrow Unitary Development (2004).

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 buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of two 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 similar size and species, unless the local planning authority gives written approval to any variation.

REASON: To safeguard the appearance and character of the area, and to enhance the appearance of the development in pursuance of saved Policies D4, and D5 of the Harrow Unitary Development (2004).

10 Prior to the first taxable occupation, the building shall be insulated against external noise sources in accordance with the assessment and recommendations of the W.A. Hines & Partners Noise Assessment Report dated 30 May 2007.

REASON: To ensure that adequate precautions are taken to avoid noise nuisance and to safeguard the amenity of neighbouring residents in pursuance of saved Policy D4 of the Harrow Unitary Development Plan (2004).

11 The proposed parking spaces shall be used only for the parking of private motor vehicles in connection with the development hereby permitted and for no other purposes. Signs shall be erected indicating that the parking spaces are for disabled parking only and parking shall be restricted to those vehicles displaying a disabled parking permit.

REASON: To ensure that the parking provision is available for use by the occupants of the site and in accordance with the Council's parking standards and in pursuance of saved Policies D4 and T6 of the Harrow Unitary Development Plan.

12 Prior to the first taxable occupation of the building, external lighting of the site and the approach from Bridge Street shall be installed in accordance with a scheme which shall have been submitted to and approved in writing by the local planning authority. The details shall include the amount of lighting measured in lux.

REASON: In the interest of pedestrian and highway safety and in pursuance of saved policy D4 of the Harrow Unitary Development Plan (2004).

13 Before the development is commenced, details of the levels of the buildings, roads and footpaths in relation to adjoining land and highway and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with such details as approved.

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 in accordance with Policy D4 of the Harrow Unitary Development Plan (2004).

14 Before the development hereby permitted commences, details of the storage and disposal of refuse/waste and the vehicular access thereto shall be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the works have been completed in accordance with the approved details.

REASON: To ensure adequate standards of hygiene and refuse / waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties in pursuance of saved Policies EP16, D4 of Harrow Unitary Development Plan.

15 No development shall take place until an independently verified Code for Sustainable Homes Report that achieves a Code Level 4 rating or above for each residential unit (in accordance with the Code for Sustainable Homes Technical Guide, March 2007 DCLG) has been submitted to and approved in writing by the local planning authority. Each residential unit shall be constructed in accordance with the Report before it is first occupied.

REASON: To ensure the delivery of a sustainable development in accordance with PPS1 and its supplement Planning and Climate Change and Policy D4 of the Harrow Unitary Development Plan (2004).

16 Before the development hereby permitted begins, a detailed investigation of the site shall be undertaken to assess the effect of any residual contamination and the results shall be submitted in writing to the local planning authority. The survey shall be taken at such points and to such depth as the local planning authority may stipulate. If necessary, a scheme for decontamination of the site shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented and completed before any residential unit hereby permitted is first occupied.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and in pursuance of saved Policy EP22 of the Harrow Unitary Development Plan (2004).

17 The development hereby permitted, as detailed in the submitted and approved drawings, shall be built to Lifetime Homes Standards, with not less than 10% of total units being to wheelchair standards. The development shall be thereafter retained to those standards.

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

18 The development shall be carried out in accordance with the following approved plans:

3809/210/A, 3809/211/A, 3809/212/A, 3809/213/A, 3809/214/A, 3809/215, 3809/120, 3809/121/A., Noise Assessment from W.A. Hines & Partners, Design and Access Statement.

REASON: For the avoidance of doubt and in the interests of proper planning.

## **INFORMATIVES:**

### **SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION**

The decision to **GRANT** planning permission has been taken having regard to the policies and proposals in The London Plan [2008] and the saved policies of Harrow's Unitary Development Plan [2004], and to all relevant material considerations, to meet the Vision of the Council in promoting a diverse community, which is celebrated and valued and create better cohesion, as detailed in Harrow's Sustainable Community Strategy [Mar 09], and any comments received in response to publicity and consultation:

**National Planning Policy**

Planning Policy Statement 1 [Delivering Sustainable Development]

A key aim of national policy contained in PPS1 seeks mixed communities. The Government is committed to developing strong, vibrant and sustainable communities and to promoting community cohesion. This means meeting the diverse needs of all people in existing and future communities, promoting personal well-being, social cohesion and inclusion and creating equal opportunity for all citizens.

**The London Plan [2008]:**

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.6 Quality of new housing provision

3A.8 Definition of affordable housing

3A.9 Affordable housing targets

3A.10 Negotiating affordable housing in individual private and residential and mixed-use schemes.

3A.11 Affordable housing thresholds

4A.1 Tackling climate change

4A.4 Energy assessment

4A.7 Renewable energy

4A.21 Waste strategic policy and targets

4B.1 Design principles for a compact city

4B.5 Creating an inclusive environment

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

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

S1 The Form of Development and Pattern of Land Use

EP25 Noise

D4 The Standard of Design and Layout

D5 New Residential Development – Amenity Space and Privacy

D10 Trees and New Development

H7 Dwelling Mix

T6 The Transport Impact of Development Proposals

T13 Parking Standards

Harrow's Accessible Homes SPD [Apr 2006]

Harrow's Sustainable Community Strategy [Mar 09]

Plan Nos: 3809/210/A, 3809/211/A, 3809/212/A, 3809/213/A, 3809/214/A, 3809/215, 3809/120, 3809/121/A., Noise Assessment from W.A. Hines & Partners, Design and Access Statement.