

SECTION 1 - MAJOR APPLICATIONS

131 & 133 WHITCHURCH LANE, EDGWARE

1/01
P/2894/04/COU/TEM
Ward: CANONS

OUTLINE: REDEVELOPMENT TO PROVIDE
10 X 2 BEDROOM FLATS IN A 2 STOREY
BLOCK WITH ACCESS AND PARKING.

GILLETT MACLEOD PARTNERSHIP for LONDON & DISTRICT HOUSING LTD

RECOMMENDATION

Plan Nos: 03/2264/5A, 1:1250 Site Plan

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

- 1 The proposed building, by virtue of its size, siting and the extent of hardsurfacing, would be obtrusive and overbearing, give rise to a loss of neighbouring outlook and privacy and result in an overdevelopment of the site.

INFORMATIVE:

- 1 INFORMATIVE:
The following policies in the 2004 Harrow Unitary Development Plan are relevant to this decision:
SD1 Quality of Design
D4 Standard of Design and Layout
D5 New Residential Development - Amenity Space and Privacy
T13 Parking Standards
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MAIN CONSIDERATIONS (2004 UDP)

- 1) Principle of Development
 - 2) Character and Appearance of the Area (SD1, D4, D5)
 - 3) Residential Development (SD1, D4, D5)
 - 4) Parking and Access (T13)
 - 5) Consultation Responses
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INFORMATION

a) Summary

Car Parking	Standard:	14
	Justified:	See Report
	Provided:	13
Site Area:	0.2ha	
Habitable Rooms:	30	
No. of Residential Units:	10	
Density:	50 dph 150 hrph	
Council Interest:	None	

continued/

Item 1/01 – P/2894/04/COU continued.....

b) Site Description

- north side of Whitchurch Lane, to east of Whitchurch Gardens
- front of site comprises pair of semi-detached houses, each of which has been converted to 2 flats
- rear of site comprises large area of overgrown backland within curtilage of no.133, extending behind back boundaries of nos. 127-135 Whitchurch Lane, and including track beyond
- semi-detached houses on either side of frontage houses
- 3 storey flats beyond rear track
- overgrown land with lapsed planning permission for bungalow next to eastern boundary of rear land
- lock-up garages and garden backland adjacent to western boundary of rear land

c) Proposal Details

- outline application – siting and means of access to be determined
- demolition of nos. 131 and 133 to enable provision of new shared surface access across the site from Whitchurch Lane
- provision of 2 storey building to accommodate 10 flats on backland at rear
- proposed building with width of 13.4m, maximum depth of 21m, sited 3.4m from rear boundary of no. 129
- 13 parking spaces shown following form: 9 in north-west corner of site, 2 adjacent to extended side garden boundary of no. 139 which wraps around rear boundary of no.137, 2 on eastern side of access road

d) Relevant History

Land r/o 123/125

P/2928/03/DFU	Detached bungalow with parking space and access	GRANTED 06-FEB-04
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Nos. 131/133 and land at rear

P/2918/03/COU	Outline: Redevelopment to provide 8 flats in two 2 storey blocks with access and parking	REFUSED 13-FEB-04 APPEAL DECISION PENDING
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Reasons for refusal:

1. This proposal would be detrimental to the residential amenities of nos. 129 and 135 Whitchurch Lane by reason of noise and disturbance from traffic and activity generated by the use of the access road.
2. The character and the building line of the row of semi-detached houses would be abruptly interrupted by the gap caused in the streetscene by the demolition of two semi-detached houses to the detriment of the character of this section of Whitchurch Lane.

continued/

3) Residential Amenity

The Committee's previous objection in this respect related to the impact of the access road in terms of noise, disturbance and activity. It is considered that the 2 additional flats which are now proposed would not significantly increase this impact. Should the Committee's objection be upheld by the Inspector then the acceptability of the access will require reconsideration.

The southern flank wall of the proposed building, while sited behind most of the rear garden boundary of no.129, would be 25m from the main rear wall of that property and some 18m beyond a rear wing. While the siting to the north of no. 129 would not affect sunlight, the bulk of the building would be obtrusive and detrimental to outlook. In addition, 2 kitchen windows and 1 bedroom window are shown on an illustrative floor plan to face this neighbouring property resulting in overlooking and failing to demonstrate that a satisfactory relationship could be achieved.

The northern flank wall would be 16-22m from the southern flank wall of Dudley House, with an intervening row of trees to screen similar facing windows.

The western wall of the building would face a garage block and would not impinge on amenity.

However, whereas in the appeal scheme a gap of 14m would be provided between the eastern wall and the adjacent development site, which has a current permission for a bungalow, this scheme proposes only 9.6m to the eastern boundary. This closer siting would give rise to clear overlooking of that site with unacceptably adverse consequences for residential amenity in terms of a loss of outlook and privacy. (See Item 2/01)

4) Parking

A satisfactory level of parking is proposed given the proximity of the site to Edgware District Centre and the availability of public transport outside the site. A satisfactory access in highway terms is shown.

5) Consultation Responses

- | | | |
|--|---|---|
| Plans inaccurate | - | this is not considered to be the case within the application site. Accurate plans outside the site cannot be required |
| Threat to adjacent houses from constructions works | - | covered by other legislation |
| Devaluation | - | not a planning consideration |
| Other issues discussed in report | | |

CONCLUSION

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

**GREEK ORTHODOX CHURCH, 660 KENTON RD, P/3022/04/CFU/TEM
KENTON**

Ward: KENTON EAST

REPLACEMENT CHURCH BUILDING WITH PLAYGROUP/COMMUNITY BUILDING AT
REAR, ACCESS AND PARKING

KOUPPARIS ASSOCIATES for GREEK ORTHODOX CHURCH

RECOMMENDATION

Plan Nos: 1:1250 Location Plan, 914/97/1C, 98, 99A, 100B, 101, 102C, 103, 103AB, 104C,
Planting Schedule (18-AUG-04), Travel Action Plan.

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (b) the ground surfacingThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 3 No demolition or site works in connection with the development hereby permitted shall commence before:-
 - (a) the frontage.of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.
REASON: In the interests of amenity and highway safety.
- 4 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.
The boundary treatment shall be completed:
 - b: before the building(s) is/are occupiedThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality.

Cont...

5 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan number(s) 914/97/100B have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

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

6 Landscaping to be Implemented

7 Landscaping - Existing Trees to be Retained

8 Trees - Underground Works to be Approved

9 Noise Details - Buildings - Insulation - 1

10 Noise from Music and Amplified Sound

11 Fume Extraction - External Appearance - Buildings

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

(a) The storage and disposal of refuse/waste

(b) and vehicular access thereto

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

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

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

(a) 09.30 hours to 21.30 hours, Monday to Friday inclusive,

(b) 09.30 hours to 23.00 hours, Saturday and Sunday,

without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents.

14 Disabled Access - Buildings

15 The window(s) in the western flank wall(s) of the proposed development shall:

(a) be of purpose-made obscure glass in accordance with details which have been agreed beforehand with the Local Planning Authority.

(b) be permanently fixed closed and shall thereafter be retained in that form.

REASON: To safeguard the amenity of neighbouring residents.

16 The applicant shall comply with the provisions of the approved Travel Plan which shall be reviewed annually to the satisfaction of the Local Planning Authority.

REASON: To ensure the provision of satisfactory modes of transport to the site and the reduction of reliance on the private motorcar.

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

REASON: To prevent the increased risk of flooding.

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INFORMATIVES

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 27 - Access for All
- 3 Standard Informative 32 - The Party Wall etc. Act 1996
- 4 Standard Informative 35 - CDM Regulations 1994

5 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

- SD1 Quality of Design
- SC1 Provision of Community Services
- D4 Standard of Design and Layout
- D10 Trees and New Development
- T13 Parking Standards
- C10 Community Buildings and Places of Worship
- C17 Access to Leisure, Recreation, Community and Retail Facilities

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Appearance of Area (SD1, D4, D10)
2. Neighbouring Amenity (SD1, D4)
3. Activity (SC1, C10)
4. Accessibility (C17)
5. Parking and Traffic (T13)
6. Consultation Responses

INFORMATION

a) Summary

Car Parking	Standard:	3-5
	Justified:	See Report
	Provided:	18
Site Area:	0.25ha	
Floorspace:	1593m ²	
Council Interest:	None	

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b) Site Description

- north side of Kenton Road near junction with Winckley Close.
- occupied by L-shaped single storey church building facing frontage and boundary with 656 Kenton Road to west.
- green open space behind church with large white poplar tree.
- house of parish priest towards north east corner of site, with garden next to Winckley Close, planting along boundary.
- 2 crossovers onto Kenton Road.
- 12 parking spaces along front boundary, plus 3 in front of house.
- residential premises adjacent to western boundary, scouts building and residential abut northern boundary, Winckley Close and office building next to eastern boundary.

c) Proposal Details

- demolition of existing church, construction of Byzantine style replacement church on western side of site.
- depth of some 34m plus front lobby (1m deeper than approved), width 16.5m at front, bell tower in south-east corner, front, side and rear gable features, dome features above building and bell tower as previously approved.
- 11.2m height to top of main roof, 16.5m to top of bell tower, 17.1m to top of main dome
- fairfaced brickwork and Portland stone walls, tiled main roof and copper roof to domes.
- worship area on ground floor, gallery above front element of church, records store in basement.
- detached mainly single-storey building behind church to accommodate play group/community activities (200mm higher than approved), small mezzanine area for storage purposes, original basement community hall deleted.
- 15 parking spaces shown along eastern boundary with offices at 666 Kenton Road, as previously approved.
- access and egress at front, 3 spaces in between.
- approved Travel Plan accompanies application with following objectives:-
 - to reduce church members' reliance on using their vehicles to attend the church
 - to promote regular use of alternative forms of travel
 - to reduce number of vehicles brought to the church.targets in the travel plan retained and state that:
 - the church will aim to reduce car use by 15%, through the promotion of car sharing, cycling, walking and public transport.
 - the church will aim to encourage 5% of church members who regularly use their car to car share by 2005.
 - the church will aim to encourage 5% of members to walk to church each week by 2005.
 - the church will provide a travel plan notice board with travel information in the foyer of the church, write quarterly articles on the travel plan in the church magazine and produce leaflets to distribute to parishioners.

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Item 1/02 - P/3022/04/CFU Cont...

- the travel plan initiatives will be incorporated into sermons and the Priest will make announcements regarding these on a regular basis.
- the church will participate in National Travel Awareness events and Car Free Days each year to promote sustainable transport to church members.
- the church will manage the car park by implementing a vehicle entry system and by recruiting a Car Park Marshall.
- the church trustees also intend to nominate members to take on the responsibility of travel plan co-ordinator and liaison officer.

d) Relevant History

EAST/331/00/OUT	Outline: Two storey community cultural and educational building on Winckley Close frontage	WITHDRAWN 07-JUN-2000
EAST/117/02/OUT	Outline: Replacement church building including basement for Greek Orthodox Church, playgroup and community hall with parking	GRANTED 14-FEB-2003
P/336/04/OUT	Outline: Replacement church building with basement, community hall, playgroup, parking, access (revised), (siting, design, external appearance and means of access determined)	GRANTED 24-MAY-2004

e) Consultations

Thames Water Utilities:	No objections
Environmental Agency:	Unable to respond
L.B. of Brent:	No objections

Advertisement: Major Development Expiry
30-DEC-2004

Notifications Sent Replies Expiry
49 1 16-DEC-2004

Summary of Responses: Noise generation.

APPRAISAL

1. Appearance and Character of Area

The proposed Church building would be about 1m deeper than previously approved, otherwise its design, appearance and siting is identical to the 2004 permission. Its impact upon the character of the area would therefore be fundamentally unchanged. The playgroup/community building at the rear would be about 200mm higher than the last proposal, but this would have a negligible impact upon the area. An acceptable scheme of landscaping accompanies the application to benefit the appearance of the site and locality.

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2. Neighbouring Amenity

The slight increase shown to the depth of the Church and the height of the playgroup/community building would have minimal impact upon the amenities of the neighbour at 656 Kenton Road, given the overall scale of the project.

High level first-floor windows are provided in the western flank wall to obviate overlooking of the neighbouring property from the new mezzanine floor in the rear playgroup/community building.

Otherwise, the impact on neighbouring amenity is unchanged in comparison with the previous scheme.

3. Activity

This scheme deletes a large community hall which was previously approved in the basement beneath the Church and part of the rear building, thereby reducing the capacity of the building.

The 2 previous permissions contained a condition which controlled usage of the approved buildings to a detailed schedule of activities in order to prevent overintensive use of the site. This approach was also used in granting permission in April 2004 for a new Salvation Army building in Roxeth Hill. However, an application was subsequently lodged in respect of that site which sought to substitute an hours of use condition for the one containing the detailed schedule of activities (P/1812/04/CVA). The report on the application stated that the imposed condition was "highly restrictive, could give rise to a lack of flexibility in organising functions, and could be seen as giving the Council an excessive and unreasonable amount of control over an independent, bona fide religious and community organisation. The condition would therefore fail the tests of necessity and reasonableness set down in Circular 11/95."

The Committee agreed to vary the condition at its meeting on 12th October 2004.

It is suggested therefore, in this case, that a similar hours of use condition, based on the start and finish times stated in the approved schedule be part of any permission.

4. Accessibility

The principles of an acceptable form of ramped access is shown into the church and rear building, to be finalised by condition. Parking is shown for disabled badge holders.

5. Parking and Traffic

12 parking spaces are currently provided on site and this is proposed to be increased to 18. This was previously considered acceptable, and although in excess of the current standard, would reduce the likelihood of parking on Kenton Road which would be undesirable.

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Identical access arrangements to the existing situation and the previous approvals are shown.

6. Consultation Responses

- Noise generation - appropriate conditions are suggested.

CONCLUSION

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

375-379 UXBRIDGE ROAD, HATCH END

1/03

P/2935/04/CFU/TEM

Ward: HATCH END

4 STOREY BUILDING, RETAIL ON GROUND FLOOR WITH 12 FLATS ABOVE & 7 HOUSES IN 3 STOREY TERRACE & 4 FLATS IN 2 STOREY BUILDING; ACCESS & PARKING.

N P TAYLOR for GLADHEATH LTD

RECOMMENDATION

Plan Nos: 1476/AL-00 RevB, 01RevE, 02RevE, 03RevE, 04RevE, 10RevD, 11RevD, 12RevE

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
(a) the extension/building(s)
The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 3 No demolition or site works in connection with the development hereby permitted shall commence before:-
(a) the frontage.
of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.
REASON: In the interests of amenity and highway safety.
- 4 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.
The boundary treatment shall be completed:
b: before the building(s) is/are occupied
The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality.
- 5 Landscaping to be Approved
- 6 Landscaping to be Implemented
- 7 Highway - Closing of Access(es)

continued/

Item 1/03 – P/2935/04/CFU continued.....

8 The access carriageway and service road extension shall be constructed to base course in accordance with the specification and levels agreed before works commence on the building(s) hereby permitted, and the carriageway and footways completed before any building is occupied in accordance with details to be submitted to, and approved by, the local planning authority. The development shall thereafter be retained.

REASON: To ensure that the traffic generated by the building operations will not interfere with the free flow of traffic on the public highway and that the road and footway shall be of an adequate specification for the anticipated traffic.

9 Levels to be Approved

10 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan number(s) 1476/AL-01 Rev.E have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

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

11 Parking for Occupants - Garages/Parking Spaces

12 PD Restriction - Classes A to E

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

(a) The storage and disposal of refuse/waste

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

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

14 Water Storage Works

15 Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment.

16 The construction of the site foundations shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON: To prevent pollution of groundwater.

17 No soakaways shall be constructed in contaminated ground.

REASON: To prevent pollution of groundwater.

continued/

18 The construction of the surface and foul drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

REASON: To prevent pollution of the water environment, and to ensure a co-ordination of the interests represented by the various sewerage and drainage authorities.

INFORMATIVES:

1 Standard Informative 23 – Considerate Contractor Code of Practice

2 Standard Informative 27 – Access for All

3 Standard Informative 32 – The Party Wall etc. Act 1996

4 Standard Informative 35 – CDM Regulations 1994

5 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

SD1 Quality of Design

SD3 Mixed-Use Development

ST1 Land Uses and the Transport Network

SH1 Housing Provision and Housing Need

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D7 Design in Retail Areas and Town Centres

D10 Trees and New Development

T13 Parking Standards

T15 Servicing of New Developments

H4 Residential Density

H5 Affordable Housing

EM5 New Large-Scale Retail and Leisure and other Development

EM8 Enhancing Town Centres

MAIN CONSIDERATIONS (2004 UDP)

1) Retail Policy (SD3, EM5, EM8)

2) Appearance and Character of Area (SD1, SD3, SH1, D4, D5, D7, D10, H4)

3) Residential Amenity (SD1, SH1, D4, D5)

4) Parking and Highway Issues (ST1, T13, T15, EM8)

5) Affordable Housing (H5)

6) Consultation Responses

INFORMATION

a) Summary

Town Centre

Hatch End

Car Parking

Standard:

Retail 6-12 Residential 34

Justified:

See report

Provided:

Retail 10 Residential 26

continued/

Item 1/03 – P/2935/04/CFU continued.....

Site Area:	0.34ha
Floorspace:	493m ² retail
Habitable Rooms:	86
No. of Residential Units:	23
Density:	68 dph 253 hrph
Council Interest:	None

b) Site Description

- southern side of Uxbridge Road within designated frontage of Hatch End local centre
- vacant, cleared site formerly occupied by locally listed 'Railway' Public House on eastern side and petrol filling station with repair/servicing facilities on western side
- site bounded by bank, residential properties in Cornwall Road with adjacent car repair garage on western side
- lock-up garages at rear of Cornwall Court beyond southern boundary
- commercial premises with residential above and residential properties in Anselm Road adjacent to eastern boundary
- front service road adjacent to Uxbridge Road on each side of site frontage
- partial tree screens on side and rear boundaries with residential properties, some trees within site

c) Proposal Details

- 4 storey building fronting onto Uxbridge Road with single storey rear wing, top floor set away from outer walls
- retail unit on ground floor with small basement plant area
- 12 x 2 bedroomed x 3 habitable room flats on 3 upper floors with balconies at front and rear, side entrances, one with lift
- flat roofed building proposed of facing brickwork, reconstituted stone piers, white render and glazed elevations
- front service road extended in front of site
- 10 parking spaces shown for retail, 3 end-on spaces in front of building, 4 end-on spaces on opposite side of service road, and 3 end-on spaces in new access road at side of building
- 12 spaces for flats behind building, accessed via new road on western side of new building which continues towards back of site
- 7 houses and 4 flats proposed beyond car park for flats
- 4 x 1 bedroomed flats on western side of road behind 3-5 Cornwall Road in 2-storey building
- 2 lay-by spaces next to houses
- staggered terrace of 7 x 3 storey houses on eastern side of new road, each with integral garage and driveway, each with 4-bedrooms and 6 habitable rooms
- brick elevations, curved metal roofs, some with Juliet balconies
- road continues to turning head at rear of site

continued/

d) Relevant History

P/2815/03/CFU	Redevelopment: 4 storey building to provide retail on ground floor with 12 flats above and 10 x 3 storey terraced houses with access and parking	WITHDRAWN 02-FEB-04
P/1676/04/CFU	4 Storey building, retail on ground floor, 12 flats above and 10 houses in 2 & 3 storey terraces at rear, access & parking	REFUSED 09-SEP-04 APPEAL LODGED

Reasons for refusal:

1. The proposed colonnade feature of the frontage would be out of character with the design and layout of buildings in the centre, and would give rise to a footway of inadequate width, to the detriment of the appearance of the area and satisfactory pedestrian movement.
2. The height, proximity and rearward projection of the frontage block would be detrimental to the residential amenities of the occupiers of No. 373 Uxbridge Road by reason of loss of light and outlook.
3. The proposed houses would be located within a cramped layout with unacceptably small rear gardens and excessive levels of hardsurfacing, giving rise to the loss of trees, an inadequate potential for replacement planting and an inadequate level of amenities for the intended residents.
4. The proposed houses on the eastern side of the site, by virtue of their size and siting would give rise to the overlooking of adjacent gardens in Anselm Road, to the detriment of residential amenity.
5. The proposed houses on the western side of the site, by virtue of their size, siting and the provision of balconies, would be unneighbourly in relation to No.3 and No.5 Cornwall Road, resulting in a loss of outlook, light and privacy.
6. The proposed echelon parking would give rise to unacceptable vehicular congestion, and fail to provide adequate servicing facilities for the proposed retail.
7. The proposed garage driveways would be of inadequate depth and would give rise to vehicle overhanging the access road, to the detriment of the free flow of traffic, and vehicular and pedestrian safety.

e) Applicant's Statement

- application accompanied by town planning report which describes site, development proposals and townscape: extracts:-
 - layout of development at rear designed in light of SPG 'Designing New Development'
 - gardens of properties in Anselm Road protected from overlooking by very extensive tree cover
 - no loss of daylight/sunlight to flats on upper floors of 351-373 Uxbridge Road
 - daylight not an issue in relation to adjacent houses because of distance between proposed and existing houses
 - all existing trees on site retained other than those which are already dead

continued/

Item 1/03 – P/2935/04/CFU continued.....

- main street elevation continues building line of adjacent NatWest bank, elevation symmetrical and divided into 5 bays, use of materials further articulates elevation
- upper floor set back to reduce overall impact
- tree survey accompanies application

f) Consultations

EA: Conditions suggested

TWU: Conditions suggested

Advertisement Major Development Expiry
06-JAN-05

1st Notification Sent Replies Expiry
61 11 03-DEC-04

Summary of Responses: No change to previous objections, loss of privacy, overlooking, inadequate length driveways would lead to blocking of pavement or turning area, loss of light and sunlight, access road too narrow, traffic congestion, inadequate parking, no amenity space, out of character, devaluation of property, excessive scale, increase in on-street parking, traffic difficulties in Uxbridge Road, threat to security, harm to wildlife, overdevelopment, noise and disturbance from deliveries, unacceptable design, more strain on local services

2nd Notification Sent Replies Expiry
61 Awaited 28-DEC-04

APPRAISAL

1) Retail Policy

There are no objections in principle to the loss of the A3 or petrol station/car repair uses which previously occupied this site, and their replacement with an A1 use which would be likely to be of benefit to the vitality and viability of this local centre. The presence of flats above the A1 use, creating a mixed use development, would further add to the vitality and viability of this local centre.

2) Appearance and Character of Area

It is considered that the main frontage building is of good quality design with symmetrical facades, contextual shop fronts and a strong building line at upper levels. Its overall height would relate satisfactorily to adjacent buildings, in particular the NatWest Bank which is a substantial 3-storey high structure. The principal elevations facing the Uxbridge Road and the new street next to the bank in terms of design and materials would add interest to the streetscene and the subordinate top floor would reduce the bulk of the building.

A previously proposed colonnade which supported the top 3 floors that were shown to overhang the footway has been deleted, giving rise to a building which directly abuts an open footway in character with the centre.

continued/

In terms of the land behind the frontage block, there is no objection in principle to the provision of residential accommodation on this part of the site.

The terrace of 7 houses has been resited in comparison with the last application so that rear garden depths have been increased by up to 4m to 12-15m. The width of the shared surface access has been narrowed to an acceptable width of 4.5m thereby reducing the extent of hardsurfacing and the smaller footprint of the western building has increased the scope for planting alongside the access. These revisions are considered to overcome previous concerns in these respects.

The design principles of the proposed buildings at the rear, while different from adjacent properties in Anselm Road and Cornwall Road, are acceptable given the lack of main street frontage and subject to proposals for satisfactory detailing and materials.

3) Residential Amenity

In terms of the amenities of future occupiers of the proposed development, all flats above the retail unit would have balconies and this can be accepted given the town centre location. The 4 flats towards the rear element of the site would have an outdoor garden area of about 220m², and this is considered satisfactory given their 1-bedroomed character. The terrace of 7 x 4-bedroomed houses would most likely contain family accommodation, and concern was previously expressed at rear garden areas which mostly varied from 55 to 65m². These have been increased to some 70-80m², with one of about 115m². Policy D5 confirms that a minimum or maximum amount of usable amenity space is not now sought and requires a subjective assessment of adequacy. In this case it is considered that the proposed areas provide suitable areas of private garden space for families who do not desire a larger garden, while enabling satisfactory recreational use.

In terms of neighbouring amenities, the siting from the rear Anselm Road boundary of the terrace of 7 houses has increased from 8-13m to 12-15m. A mature tree screen is provided along most of that boundary. In addition the houses in Anselm Road are located about 40m from the boundary giving rise to a back to back distance of some 52-55m. Given these considerations it is suggested that an acceptable degree of privacy would be retained by residents of Anselm Road.

The redesign of the units on the western side of the site has resulted in a separation distance of 14.8m from the rear walls of 3 and 5 Cornwall Road to the 2 storied flank wall of the proposed building. Given also the flat roofed design of the building it is considered that an acceptable impact would be provided upon the amenity of neighbouring residents.

In terms of the frontage block, a recessed rear window of No. 373 Uxbridge Road, an upper floor flat, was detrimentally affected in the last application by a side staircase which would have restricted light and outlook. This application shows a resited staircase at 1st-3rd floor levels thereby satisfactorily retaining light and outlook to the neighbouring window.

continued/

In the light of the above considerations it is considered that satisfactory impacts in terms of residential amenity would be provided.

4) Parking and Highway Issues

The removal of the previously proposed colonnade has resulted in a 3m wide footway in front of the site enabling satisfactory pedestrian movement. The proposed linking up of the existing front service road is welcomed, and the replacement of 6 originally shown echelon spaces in front of the building by 3 end-on spaces would reduce likely levels of congestion and assist traffic movement.

The proposed spaces in the side access road could be used for servicing without impairing other traffic. All but 2 of the front driveways serving the proposed integral garages would now meet the recommended depth of 5.5m. The 2 exceptions relate to the houses at the far end of the site where some parking could take place in the adjacent turning head, and in addition this minor deficiency would be less significant in traffic terms. The proposed level of parking is considered to be acceptable, given the town centre location and the availability of public transport.

5) Affordable Housing

The 2 previous applications for 22 units were submitted prior to adoption of the 2004 UDP when the threshold for the provision of affordable housing was 25 units. The current application however was received after adoption of the HUDP and a threshold of 15 units as stated in Policy H5 now applies. Discussions with the Housing Services Division are taking place regarding this issue, and the outcome, including the head of term of the necessary legal agreement, will be reported at the meeting. Subject to satisfactory affordable housing proposals being negotiated the application is recommended favourably.

6) Consultation Responses

- | | |
|---------------------------------------|--|
| Devaluation of property | - not a planning consideration |
| Threat to security | - it is not considered that this need result from these proposals |
| Harm to wildlife | - there is no reason to suspect this given the previous uses of the site |
| Noise and disturbance from deliveries | - it is not considered that the existing situation in the town centre would be significantly exacerbated in this respect |
| More strain on local services | - unlikely to result from the modest scale of the proposals |

CONCLUSION

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

COUNTY HOUSE, 29 PETERBOROUGH ROAD, HARROW 1/04
P/3066/04/CFU/TW
Ward: GREENHILL
REDEVELOPMENT: PART 3/PART 4 STOREY BUILDING
TO PROVIDE 15 AFFORDABLE FLATS

YURKY CROSS ARCHITECTS for ACTON HOUSING ASSOCIATION

RECOMMENDATION

Plan Nos: 04906/P/001A, 010, 011, 012, 013, 014

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (b) the ground surfacing
 - (c) the boundary treatmentThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 3 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.
The boundary treatment shall be completed:
b: before the building(s) is/are occupied
The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality.
- 4 No demolition or site works in connection with the development hereby permitted shall commence before:-
 - (a) the frontage
of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.
REASON: In the interests of amenity and highway safety.
- 5 Water Storage Works
- 6 Landscaping to be Approved
- 7 Landscaping to be Implemented
- 8 Disabled Access - Buildings
- 9 Levels to be Approved

continued/

INFORMATIVES:

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 Standard Informative 27 – Access for All
- 3 Standard Informative 32 – The Party Wall etc. Act 1996

4 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

- EM8 Enhancing Town Centres
- EM15 Land and Buildings in Business, Industrial and Warehousing Use - Outside Designated Areas
- SD1 Quality of Design
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- T13 Parking Standards

MAIN CONSIDERATIONS (2004 UDP)

- 1) Employment Policy (EM8, EM15)
 - 2) Character of the Area (SD1, D4)
 - 3) Amenity of Neighbours (D4, D5)
 - 4) Parking (T13)
 - 5) Consultation Response
-

INFORMATION

a) Summary

Town Centre	Harrow	
Car Parking	Standard:	max. 22
	Justified:	0
	Provided:	0
Site Area:	0.05ha.	
Habitable Rooms:	42	
No. of Residential Units:	15	
Density:	300 dph 840 hrph	
Council Interest:	None	

b) Site Description

- corner site at junction of Peterborough Road and Kenton Road within Harrow Strategic Centre
- occupied by a two storey building providing approximately 300m² of office floorspace
- to the east of the site on Kenton Road is a 2/3 storey detached property in use as a day nursery
- to the north of the site are more recent office developments of 4 and 5 storeys

continued/

Item 1/04 – P/3066/04/CFU continued.....

c) Proposal Details

- demolition of existing building
- construction of a 4 storey block to provide 15 affordable flats
- brick and rendered elevations with part of the top floor in cedar boarding
- no parking spaces are proposed

d) Relevant History

P/2138/04/CFU Redevelopment: Detached 4 storey building to provide 16 affordable flats REFUSED
14-OCT-04

Reasons for refusal:

- “1. The proposal represents an overdevelopment by reason of excessive density which will give rise to an over-intensification of the site.
2. The total lack of parking provision, which has a recommended maximum standard of 22, as set out in Policy T13, would give rise to overspill parking to the detriment of the surrounding areas which are beyond the residents’ parking zone.
3. No amenity space is proposed, which would be detrimental to the amenities of the occupiers.”

e) Applicant’s Statement

A lengthy supporting document is submitted with the application addressing:

- urban design
- amenity space
- parking
- control over future tenants

f) Consultations

CAAC:

EA: No objection

TWU: “ “

Advertisement	Character of Conservation Area		Expiry 23-DEC-04
Notifications	Sent 71	Replies 2	Expiry 21-DEC-04

Summary of Responses:

APPRAISAL

1) Employment Policy

It is accepted that the existing offices in this location are not viable due to their limited size, nature of accommodation and high cost of refurbishing the existing building.

continued/

The building provides only a limited amount of floorspace at the very edge of the strategic centre within which there are vacant offices which are better suited to modern businesses. On this basis the principle of the development was not objected to for the previous application.

2) Character of the Area/Impact on Conservation Area

This site is suitable for higher buildings in terms of its location within the Strategic Centre. Adjacent buildings to the north rise to five storeys and permission exists for a seven storey building at nos. 1-7 Peterborough Road. The proposed building would step down from those adjacent buildings and would have lower elements including some at tree storey height facing onto Kenton Road adjacent to the 2/3 storey nursery. The reduction in comparison with the previous proposal would present a lesser bulk adjacent to the Kenton Road properties.

Overall it is considered that an acceptable style of architecture is proposed which would provide interest at this junction.

Roxborough Park and The Grove Conservation Area is on the opposite side of Kenton Road and Tyburn Lane. It is considered that this well designed building would not detract from the character or appearance of the adjacent Conservation Area. The current proposal contains two significant areas of roof garden which, when combined with the modest areas of private space on the building margins, would represent an acceptable provision in such a location.

3) Neighbouring Amenity

Both neighbouring properties are in commercial use. Residential premises further along Kenton Road would be unaffected by the proposal, and those on Peterborough Road are sufficiently distant not to be affected.

4) Parking

A residents parking zone has been created in Kenton Avenue and restrictions apply in adjacent roads. The site has a high accessibility to public transport and services.

Additionally the applicants have confirmed that they will adopt the development as car-free. Tenants will not be car owners and the locational advantages of the site will be promoted.

5) Consultation Responses

Awaited

CONCLUSION

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

19 NORTHOLT RD, SOUTH HARROW, THE TIMBER CARRIAGE P.H. P/2251/04/CFU/TW

Ward: HARROW ON THE HILL

REDEVELOPMENT: DETACHED 4 STOREY BUILDING WITH BASEMENT PARKING TO PROVIDE 21 FLATS (7 AS AFFORDABLE HOUSING)

GRAHAM SEABROOK PARTNERSHIP for CLAN - WORTHY HOLDINGS LTD

RECOMMENDATION

Plan Nos: 1288-05A, 06A, 07A, 08A.

1. The proposal is acceptable subject to the completion of a legal agreement within 12 months (or such period as the Council may determine) of the date of the Committee decision on the application relating to:-
 - a) the submission and approval by the Local Planning Authority of an affordable housing scheme to provide 7 units spread throughout the building as shared ownership/key worker housing. The scheme shall include a nomination agreement with the Council
 - b) ensures that the affordable housing units are available for occupation in accordance with a building and occupation programme to be submitted to and approved by the Local Planning Authority prior to the commencement of work on the site.

All affordable housing units shall be provided in accordance with the definition of affordable housing set out in the deposit version of the replacement Harrow UDP.

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

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (b) the ground surfacing
 - (c) the boundary treatmentThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.

Cont...

Item 1/05 - P/2251/04/CFU

- 3 Landscaping to be Approved
4 Landscaping to be Implemented
5 Disabled Access - Buildings
6 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.
The boundary treatment shall be completed:
b: before the building(s) is/are occupied
The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality.
- 7 Levels to be Approved
8 The development hereby permitted shall not commence until a scheme for:-
(a) The storage and disposal of refuse/waste
has been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.
REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties.
- 9 Water Storage Works

INFORMATIVES

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
2 Standard Informative 27 - Access for All
3 Standard Informative 32 - The Party Wall etc. Act 1996
4 Standard Informative 35 - CDM Regulations 1994
5 INFORMATIVE:
SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the 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:
Harrow Unitary Development Plan:
SD1 Quality of Design
D4 Standard of Design and Layout
D5 New Residential Development - Amenity Space and Privacy
D15 Extensions and Alterations in Conservation Areas
SH1 Housing Provision and Housing Need
H5 Affordable Housing
H6 Affordable Housing Target
T13 Parking Standards

Cont...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Visual and Residential Amenity (SD1, D4, D5)
 2. Character of Adjacent Conservation Area (D15)
 3. Housing Policy (SH1, H5, H6)
 4. Car Parking/Highway Considerations (T13)
 5. Consultation Responses
-

INFORMATION

a) Summary

Listed Building:	Locally Listed	
Conservation Area:	None	
Car Parking	Standard:	Max 29
	Justified:	27
	Provided:	27
No. of Residential Units:	21	
Council Interest:	None	

b) Site Description

- large 2 storey public house with beer garden at rear on junction of Northolt Road Waldrons Yard.
- Abbots Court to south is a three storey block of residential flats (the third floor is contained within a mansard roof).
- Sherbourne House, Northolt Road to the south is a 4 storey office block with a flat roof including a plant room and telecommunications antennae.
- Dublin Court, to the north on the opposite side of Waldrons Yard, is a three storey building comprising shops on the ground floor, offices and 1 flat on the first floor and flats on the second floor (there is a current application for conversion to the offices to flats ref: P/1367/04/CFU).
- opposite the site on Northolt Road lies a vacant site formerly occupied by a petrol filling station and to the north of this lies Shaftesbury Avenue.
- planning permission has recently been granted for a 3 storey block of 12 flats nearby at 4 Waldrons Yard.

c) Proposal Details

- redevelopment of site to provide a 4 storey block of 21 flats.
- building to front Northolt Road and Waldrons Yard with main entrance at the corner.
- building to be of modern design with flat roof incorporating balconies to Northolt Road, Waldrons Yard and rear elevation.
- rear amenity area of some 250m² between building and access ramp.
- basement car park for 27 vehicles.

Cont...

d) Relevant History

P/1106/04/CFU Redevelopment: detached 4 storey building WITHDRAWN with basement parking to provide 23 flats (7 affordable housing)

e) Advertisement

Major Development

Expiry
21-SEP-2004

Notifications

Sent
60

Replies
2

Expiry
13-SEP-2004

Summary of Responses: Loss of community facility, lack of amenity space, loss of locally listed building suggest alternative use for building.

APPRAISAL

1. Visual and Residential Amenity

The proposed replacement building would be sited on a similar forward building line as Sherbourne House to the south and Dublin Court to the north and would relate to both in terms of its bulk and presence in the streetscene.

The design has been substantially revised in comparison with the previously withdrawn application.

The main rear elevation of the proposed block would be 21m from the boundary of Abbots Court which is sufficient to maintain a suitable level of amenity.

2. Character of Adjacent Conservation Area

The boundary of the Roxeth Hill Conservation Area runs along the boundary of the site with Waldrons Yard and wraps around the northern flank of Abbots Court. Whilst there is a different character outside the Conservation Area to within it, the site has an effect on the setting on the Conservation Area by virtue of its proximity. It is considered that the appearance of the proposal and its reduction in scale and impact at the rear, would preserve the character of this part of the Conservation Area.

3. Housing Policy

The offer of an element of affordable housing complies relevant UDP policy and is considered acceptable.

Cont...

4. Car Parking

The provision of 1-35 spaces per unit is close to the maximum requirement and is considered acceptable. No concerns are raised with specific regard to the vehicular access or the level of traffic generated.

5. Consultation Response

Loss of Locally Listed building	}	Addressed above
Loss of amenity space	}	
Loss of community facility - not considered overriding		

CONCLUSION

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

205-209 NORTHOLT ROAD, SOUTH HARROW

1/06

P/2461/04/CFU/TW

Ward: HARROW ON THE HILL

REDEVELOPMENT: DETACHED 2/4 STOREY BUILDING WITH BASEMENT FRONTING NORTHOLT ROAD WITH A3 USE AND B1 OFFICE AT BASEMENT AND GROUND FLOORS AND 11 FLATS OVER AND DETACHED 2 STOREY BUILDING FRONTING BROOKE AVENUE WITH 2 FLATS

MGM ASSOCIATES for MR A SHAH

RECOMMENDATION

Plan Nos: 9925/P01; P02; P03; P04; P05; P06

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

- 1 The proposed development fronting Northolt Road by reason of the design, height and general bulk of the front facade and south facing flank elevation, would be visually obtrusive, would be out of character with the immediately adjacent neighbouring buildings, and would not respect the scale, massing and form of those properties, to the detriment of the character of the area.
- 2 The proposed development fronting Brooke Avenue by reason of inadequate design would be out of character with the design and rhythm of the adjoining dwellings in Brooke Avenue and would not respect the scale, massing and form of those properties, to the detriment of the character of the area.
- 3 The proposed development is representative of an unacceptable overdevelopment as it does not provide for adequate refuse storage for on site uses, and does not provide rear access to allow servicing of the commercial uses, which would be detrimental to the amenity of the area and future residential occupants of the premises.
- 4 The proposed siting, location and access to the two residential units located to the rear of the main building would result in a poor level of residential amenity for future occupants.
- 5 Refusal - Parking Insufficient

INFORMATIVE:

- 1 **INFORMATIVE:**
The following policies in the 2004 Harrow Unitary Development Plan are relevant to this decision:

SD1	Quality of Design
_SH1	Housing Provision and Housing Need
_SH2	Housing Types and Mix
EP25	Noise
D4	Standard of Design and Layout
D5	New Residential Development - Amenity Space and Privacy
D6	Design in Employment Areas

continued/

D8	Storage of Waste, Recyclable and Re-usable Materials in New Developments
T13	Parking Standards
H7	Dwelling Mix
EM13	Land and Buildings in Business Use - Designated Areas
EM25	Food, Drink and Late Night Uses
C16	Access to Buildings and Public Spaces

MAIN CONSIDERATIONS (2004 UDP)

- 1) Principle of Development (EM13, H7)
 - 2) Character of Area (SD1, SH1, SH2, D4, D5, D6)
 - 3) Mixed Use and Site Layout (D4, D5, D8, C16)
 - 4) Amenity of Neighbours (EP25, EM25)
 - 5) Parking/Highway Safety (T13, D8)
 - 6) Consultation Responses
-

INFORMATION

a) Summary

Business Use Area

Car Parking	Standard:	17
	Justified:	0
	Provided:	0

b) Site Description

- the site is located on the east side of Northolt Road between its junction with South Hill Avenue and Brooke Avenue
- the site accommodates 3 derelict 2 storey attached properties
- the building formerly accommodated retail at ground floor and residential above
- the overall site extends behind the adjacent buildings on Northolt Road and has a narrow frontage to Brooke Avenue
- a number of derelict outbuildings are located to the southern corner of the site
- all buildings and the overall site is clearly in a state of dereliction, and has been for many years
- site inspection revealed that the site has suffered from incidents of fly tipping in the recent past

c) Proposal Details

- demolition of all buildings on site
- construction of a 4 storey mansard roofed building with basement to the Northolt frontage of the site, scaling down to a 2 storey building to the rear of the site
- uses within the building would accommodate:-
 - an A3 unit at basement level (310m² of floorspace)
 - separate A3 unit to the frontage of the ground floor (192m² of floorspace)
 - 2 separate B1 units at the rear of the ground floor (71m² of floorspace)
 - 5 residential dwellings at first floor
 - 3 residential dwellings at second floor
 - 3 residential dwellings at third floor

continued/

Item 1/06 – P/2461/04/CFU continued.....

- construction of a 2 storey pitched roof dwelling fronting Brooke Avenue that would accommodate 2 residential dwellings
- a landscaped courtyard is proposed to the rear of the site between the 2 storey section of the main building and the 2 storey building fronting Brook Avenue

d) Relevant History

LBH/10632	Outline: Demolition of existing building & erection of 3- storey block of offices with 4 flats over on Northolt Road frontage and 9 flats in Brooke Ave with parking area	REFUSED 25-FEB-75
LBH/29211	Outline: Three storey bank and office building with car parking	REFUSED 20-FEB-86

e) Consultations

EA:

TWU:

Advertisement

Major Development

Expiry

Notifications

Sent
162

Replies
0

Expiry
07-OCT-04

APPRAISAL

1) Principle of Development

The concept of the redevelopment of the site is one that is specifically encouraged given that a development brief for the entire site of 201-209 Northolt Road was adopted by Council on 9th September, 2003. Within the document it states:

“The intention of the brief is to guide future redevelopment of the site, providing further guidance on the type and mix of uses, design of building, and standards to be adopted within any redevelopment”.

Whilst the principle of the redevelopment is not in question, it is rather the specific design and layout of the proposal that is considered within the following sections of the report.

2) Character of Area

Northolt Road frontage

The design brief nominates that with regard to building height that the “design should relate sympathetically to the surrounding established residential two-storey buildings. A building height of between 2 and 3½ storeys, with the higher element towards South Hill Avenue is likely to be appropriate”. Despite this statement of the Development Brief, clearly the main building is 4 storeys in scale, with its large and prominent mansard roof. The issue of overall bulk and height is further compounded as the current proposal is only for the site of 205-207 Northolt Road. This has had the effect of emphasising the vertical height of the proposed building. With a predominantly flat and blandly designed façade (extending up to three storeys in height), the building towers over the pitched roof of the adjoining 2 storey building.

continued/

Due to the layout of the adjoining public house to the south, the proposed flank elevation when viewed from South Harrow Station would be a highly prominent feature, made only more so by the height and bulk of the mansard roof. It is questioned why such a large and prominent mansard roof has been proposed given the context of the two storey scale of the adjoining buildings. Likewise the only other example of a mansard roof within the locality is not directly opposite the site but rather some 50m away along Northolt Road.

Additionally the overall façade of the building has not responded to the adjoining buildings immediately to the north. The proposed shop front does not take its reference points from the neighbouring building given the fascia sign and cornice do not line up horizontally with the adjoining shopfronts, nor mirrors the rhythm of the existing shop fronts (no stall riser etc). Likewise the other strong horizontal lines of the adjoining building (along eave level and roof ridge height etc), have not been picked up on with the proposed building. Additionally the siting of the balconies to either side of the building would only result in emphasising the expanse of bland featureless façade located in-between.

For the above reasons it is considered that the proposed 4 storey building would be detrimental to character of the streetscape along Northolt Road.

Brooke Avenue frontage

With regard to the 2 storey detached building proposed to the rear of the site, it is considered to be of a simplistic boxy design, that is indicative of the constraints of the narrow section of site that it is proposed to be sited on. It is considered that the building has inadequately responded to the prevalent design and rhythm of adjoining dwellings in Brooke Avenue. For this reason it is considered that the proposed 2 storey building would be detrimental to the character of the streetscape along Brooke Avenue.

3) Mixed Use and Site Layout

Whilst the Development Brief identifies: “a mix of uses would be appropriate for the site, because of its very good public transport links”. Therefore the principle of the mixed use as proposed is not questioned, however concern is specifically raised with respect of the layout. The combination of 2 large A3 units and 2 small B1 units, in addition to 13 residential units on site is considered to be to a level and intensity that is clearly representative of an overdevelopment. Specifically inadequate refuse storage is proposed for the commercial units and with particular reference to the A3 units. The only refuse storage proposed on site is located within the communal entrance, which would result in a poor level of amenity for residential occupants as this is unlikely to be well managed to avoid odour etc.

The application has not provided any detail of how the commercial units on site would be serviced with deliveries, which is of particular importance due to the busy nature of Northolt Road. Refuse collection raises further traffic concerns given it would solely be from Northolt Road. Likewise it is likely that with ill-defined but communally shared pedestrian access, that the rear business units would suffer from a poor sense of address.

continued/

With regard to the proposed rear courtyard, it has poor physical links with the residential units it supposedly services. Likewise it is located to the rear of a number of commercial units (both existing and proposed) thus it is considered that this courtyard would quickly degenerate into a space of poor amenity value and would be likely to be used for excess rubbish storage that could not be accommodated in the limited areas of refuse storage that is proposed.

With reference to the proposed layout of the two first floor residential units, these are located to the rear of the building and are considered to present a poor level of amenity due to the access arrangement. Specifically they are accessible only by an awkward arrangement of a front door, internal staircase, then across an outdoor patio to the entrances of the residential units. It is considered that a more positive design solution could be reached than what is proposed.

Again it is nominated that the concept of a mixed use development on site is not questioned, however the proposed layout as discussed above raises too many issues and concerns to be representative of a suitable and appropriate design solution.

4) Amenity of Neighbours

The proposed layout in effect has turned its back on adjoining residential properties located to the south east and whilst the upper floors of the main building would have general views out towards these neighbouring residential properties, there is a horizontal separation distance of approximately 20m. Without having exact details of the proposed commercial units it is difficult to determine the potential impacts these may pose on the amenity of adjoining residential properties, however, if an appropriately designed mixed use development was proposed for the site any potential amenity impacts could be controlled by permit condition.

5) Parking/ Highway Safety

Currently no on site parking is proposed as part of the development scheme. The sites proximity to South Harrow Station and the bus routes along Northolt Road are in favour of limited, if any, parking being provided. However concern regarding the amount of commercial uses on site is raised, given 2 A3 units are proposed totalling 400 m² of floorspace. Likewise as already raised above, the mix of commercial uses raises concerns regarding refuse storage, refuse disposal and general servicing of the businesses, particularly given that no rear access to the site is proposed. As the matter of rear servicing is specifically addressed and encouraged within the Development Brief, it is considered that a rear access service yard from Brooke Avenue should be provided with a mixed use scheme. Therefore due to the sheer amount of commercial and residential space proposed on site, and the associated issues that have been highlighted above, it is considered that without any provision of on-site parking that it amounts to an issue of inadequate parking provision.

continued/

5) Consultation Responses

None

CONCLUSION

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

SECTION 2 – OTHER APPLICATIONS RECOMMENDED FOR GRANT

LAND R/O 123-135 WHITCHURCH LANE, EDGWARE

2/01

P/2723/04/COU/TW

Ward: CANONS

OUTLINE: REDEVELOPMENT: TWO X 2 STOREY
BLOCKS TO PROVIDE 8 FLATS AND CHALET
BUNGALOW WITH ACCESS AND PARKING

GILLETT MACLEOD PARTNERSHIP for LONDON & DISTRICT HOUSING LTD

RECOMMENDATION

Plan Nos: 04/2310/1B

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

- 1 Time Limit - Outline Permission
 - 2 Outline - Reserved Matters (Design, Appear., Landsc.)
 - 3 Highway - Approval of Construction
 - 4 Highway - Closing of Access(es)
 - 5 The development hereby permitted shall not commence until a scheme for:-
 - (a) The storage and disposal of refuse/waste
 - (b) and vehicular access theretohas been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.
REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties.
 - 6 No demolition or site works in connection with the development hereby permitted shall commence before:-
 - (b) the boundaryof the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.
REASON: In the interests of amenity and highway safety.
 - 7 Levels to be Approved
 - 8 Landscaping to be Approved
 - 9 Landscaping to be Implemented
 - 10 Disabled Access - Buildings
 - 11 Water Storage Works
- INFORMATIVES:
- 1 Standard Informative 23 – Considerate Contractor Code of Practice
 - 2 Standard Informative 27 – Access for All
 - 3 Standard Informative 32 – The Party Wall etc. Act 1996
 - 4 Standard Informative 35 – CDM Regulations 1994

continued/

- 5 **INFORMATIVE:**
SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the 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:
2004 Harrow Unitary Development Plan:
D4 Standard of Design and Layout
D5 New Residential Development
SD1 Quality of Design
T13 Parking Standards
-

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1) Principle of Development
 - 2) Character and Appearance of the Area
 - 3) Residential Amenity
 - 4) Parking
 - 5) Consultation Responses
-

INFORMATION

This application was deferred from the Committee Meeting on 8th December 2004 at Officers request to await expiry of Notice period.

a) Summary

Car Parking	Standard:	max. 14
	Justified:	13
	Provided:	13
Site Area:	0.069ha	
Habitable Rooms:	24	
No. of Residential Units:	9	
Council Interest:	None	

b) Site Description

- northern side of Whitchurch Lane, to the east of Whitchurch Gardens
- the site comprises a large area of overgrown backland most of which is within the curtilage of no.133, extending behind back boundaries of nos. 127-135 Whitchurch Lane
- to the north of the site are 3 storey flats at Dudley House
- to the east of the site are 3 storey flats at Kent House

c) Proposal Details

- outline application – siting and means of access to be determined
- development of 2 x 2 storey blocks, each containing 4 flats
- construction of a chalet bungalow at the eastern edge of the site
- block A in the north-western corner of the site containing 4 x 1 bedroom flats
- block B beyond the rear garden boundary of no. 133 would contain 4 x 2 bedroom flats
- 13 parking spaces are proposed

continued/

d) Relevant History

Relating to eastern part of site

EAST/272/01/OUT	Outline: Detached bungalow with parking space and access	GRANTED 09-MAY-01
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Relating to the western majority of the site

P/2918/03/COU	Outline: Redevelopment to provide 8 flats in two 2 storey blocks with access and parking	REFUSED 13-FEB-04 APPEAL DISMISSED
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Reasons for refusal:

1. This proposal would be detrimental to the residential amenities of nos. 129 & 135 Whitchurch Lane by reason of noise and disturbance from traffic and activity generated by the use of the access road.
2. The character and the building line of the row of semi-detached houses would be abruptly interrupted by the gap caused in the streetscene by the demolition of two semi-detached houses to the detriment of the character of this section of Whitchurch Lane.”

e) Consultations

EA:	No comment
TWU:	No comment

Notifications	Sent	Replies	Expiry
	49	16	09-NOV-04

Summary of Responses: Overdevelopment, out of character, overlooking, questionable access, little amenity space, loss of outlook.

APPRAISAL

1) Principle of Development

The application site is not given any statutory protection in the Adopted UDP. It is considered that it comprises previously developed land as defined in PPG3. The principle of development was not opposed when the previous applications were determined.

2) Character and Appearance of the Area

The impact of the proposed bungalow would be almost identical to that of the approved scheme, and is similarly considered to be acceptable.

The proposed blocks of flats would relate to the many 3 storey flatted blocks in close proximity viz Kent House, Dudley House, Dover House, which are accessed from Stratton Close to the north. The proposed blocks, therefore, would not appear out of place. Sufficient space around each building would remain to provide a good setting and adequate areas of amenity space would serve the development.

continued/

3) Residential Amenity

The access would be along Stratton Close to the south, which serves an existing garage block and the site of the approved bungalow. Suitable boundary treatment could be secured to reduce any impact from traffic, which in any case would be low from the 8 flats.

The rear wall of Block A would be sited over 30m from the rear wall of nos. 133 and 135 Whitchurch Lane. The flank wall of Block B would be approximately 24m from the main two storey rear elevation of no. 131 Whitchurch Lane. The proposed bungalow would have a similar relationship to surrounding properties as envisaged in the existing permission.

4) Parking

A satisfactory level of car parking is proposed, in a form which would minimise the amount of hardsurfacing and impact on neighbouring premises.

CONCLUSION

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

**LAND R/O 71 - 83 CANTERBURY ROAD,
NORTH HARROW**

2/02
P/2652/04/CFU/TW
Ward: HEADSTONE SOUTH

TWO DETACHED TWO-STOREY
BLOCKS TO PROVIDE 8 TERRACED
PROPERTIES WITH ACCESS AND
PARKING

GILLETT MACLEOD PARTNERSHIP for CLEARVIEW HOMES

RECOMMENDATION

Plan Nos: 04/2307/1, /2, /3

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (b) the ground surfacing
 - (c) the boundary treatmentThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 3 Highway - Approval of Construction
- 4 Landscaping to be Approved
- 5 Landscaping to be Implemented
- 6 Levels to be Approved
- 7 Water Storage Works

INFORMATIVES:

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 Standard Informative 32 – The Party Wall etc. Act 1996
- 3 Standard Informative 35 – CDM Regulations 1994

INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

- SD1 Quality of Design
 - D4 Standard of Design and Layout
 - D5 New Residential Development - Amenity Space and Privacy
 - T13 Parking Standards
-

continued/

MAIN CONSIDERATIONS (2004 UDP)

- 1) Principle of Development
 - 2) Character of the Area
 - 3) Residential Amenity
 - 4) Highway/Parking
 - 5) Consultation Response
-

INFORMATION

a) Summary

Car Parking	Standard:	max.12
	Justified:	max.12
	Provided:	12
Site Area:	0.21 ha.	
Habitable Rooms:	32	
No. of Residential Units:	8	
Density:	40 dph 160 hrph	

b) Site Description

- land formed by parts of rear garden of 71-83 Canterbury Road
- the site is irregular in shape and measures approximately 58m in width and varies in depth from 24m to 48m

c) Proposal Details

- construction of 8 two storey houses in one terrace of 5 and one terrace of 3
- access would be via Allerford Court
- the houses would be of traditional design with pitched, tiled roofs
- rear gardens would vary in depth from 14m to 15m

d) Relevant History

None

f) Consultations

EA:

TWU:

Notifications

Sent
54

Replies
33

Expiry
26-OCT-04

Response: Loss of privacy, parking problems, access difficulties, flooding

APPRAISAL

1) Principle of Development

The application site is not given any statutory protection in the adopted UDP. It comprises previously developed land as defined in PPG3 as it falls within the curtilage of existing buildings. In these circumstances consideration of the application depends upon the detailed impacts of the proposals.

continued/

2) Character of the Area

Allington Road and Allerford Court are made up of terraces of two storey houses. The form of the proposed buildings would be entirely in keeping with adjacent houses on Allerford Court. The garden areas of the proposed development would be more generous than those on Allerford Court. There would be sufficient space around the buildings to provide a good setting and adequate areas of amenity space.

The proposal would result in a density that is consistent with PPG3 and the 2004 Harrow UDP.

3) Residential Amenity

The proposed flank walls of Plots 1-5 of the development would be sited at a distance of 21m and 33m respectively from the rear elevation of houses on Canterbury Road and Kingsfield Avenue, and would be sited at a distance of between 2m and 4.5 from the rear garden boundaries. Proposed plots 6-8 would be sited in order to continue the run of houses on Allerford Court and would have little or no effect on the amenity of neighbours.

It is considered that the very limited additional number of vehicles entering the site would not prejudice the amenity of residents on the neighbouring roads.

4) Highway/Parking

A satisfactory level of car parking is proposed in a form which would not result in an excess of hardsurfacing nor would it impact on the amenity of neighbours.

5) Consultation Responses

Loss of privacy	-	Addressed above
Parking problems	-	“ “
Access difficulties	-	“ “
Flooding	-	See conditions

CONCLUSION

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

8 VILLAGE WAY, PINNER

2/03
P/2903/04/CFU/TW
Ward: RAYNERS LANE

DETACHED PART SINGLE, PART TWO AND PART THREE STOREY BUILDING TO PROVIDE 15 BUSINESS UNITS (CLASS B1)

MP ASSOCIATES LTD for 3 CONTINENTS LTD

RECOMMENDATION

Plan Nos: 0320/PL001/A, PL002/A, PL003/A

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (b) the ground surfacing
 - (c) the boundary treatmentThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 3 Landscaping to be Approved
- 4 Landscaping to be Implemented
- 5 Levels to be Approved
- 6 Noise and Odour/Fume from Plant and Machinery
- 7 Water Storage Works

INFORMATIVES:

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 Standard Informative 32 – The Party Wall etc. Act 1996
- 3 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

- | | |
|------|---|
| SD1 | Quality of Design |
| EM12 | Small Industrial Units and Workshops |
| EM16 | Change of Use of Shops - Primary Shopping Frontages |
-

continued/

MAIN CONSIDERATIONS (2004 UDP)

- 1) Character of the Area
 - 2) Employment Policy
 - 3) Amenity of Neighbours
 - 4) Car Parking
 - 5) Consultation Responses
-

INFORMATION

a) Summary

Car Parking	Standard:	max. 2-4
	Justified:	0
	Provided:	0
Site Area:	0.08ha	
Floorspace:	730sq.m.	
Council Interest:	None	

b) Site Description

- site lies 30m to the west of the junction of Village Way and Rayners Lane, on the northern side of Village Way
- the site measures approximately 6m in width and approximately 48m in depth
- to the west is the Harrow West Conservative offices and to the east are commercial premises on Rayners Lane
- the existing single storey premises are used for car sales and servicing
- the site includes a 3m strip of land currently within the Harrow West Conservation site

c) Proposal Details

- redevelopment to provide a mainly three storey detached building
- the building would accommodate 15 small B1 units
- the height of the building would step down from three to two and to single storey towards the rear of the site

d) Relevant History

P/371/04/CFU Redevelopment: detached 3 storey building to provide 18 B1 business units with underground parking and access **REFUSED** 17-JUN-04

Reason for refusal:

“The proposal, by reason of excessive size and bulk would be unduly obtrusive and overbearing, to the detriment of the amenity of neighbouring residents.”

e) Consultations

EA: No comments
TWU:

Notifications	Sent	Replies	Expiry
	47	18	25-NOV-04

Summary of Responses: Overdevelopment, overlooking, lack of parking, out of character, more vehicles, reduce light, increased noise

continued/

APPRAISAL

1) Character of the Area

The site is already commercial in nature and is adjacent to the rear of retail/commercial premises and adjacent to offices. The principle of a redevelopment for B1 use would be in keeping with the character of the area.

2) Employment Policy

Policy EM16 of the Revised Deposit Draft UDP seeks to retain land used for employment generating uses in such uses. Policy EM12 encourages the provision of small units in order to provide start up units suitable for new business. The proposal satisfies these policy requirements and the principle of such a redevelopment is considered to be acceptable.

3) Amenity of Neighbours

The proposed building would be single storey where it abuts the rear garden of the house to the north. It would step up to two storeys at a distance of 13m from the boundary and to three storeys at a distance of 25m from that boundary. It is considered that the amenity of those neighbours would not be compromised by the proposal, and the previous reason for refusal has been overcome.

4) Car Parking

The recently adopted standards would require between 2 and 4 spaces for a development of this nature. The proposal contains provision for a drop-off space at the site frontage and servicing from the service road to the east. The surrounding roads are covered by parking restrictions for some considerable distance from the site. The site has good public transport accessibility by both bus and train. In these circumstances it is considered that the proposal would not have a prejudicial effect on highway safety.

5) Consultation Responses

Addressed above.

CONCLUSION

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

OUTLINE: REDEVELOPMENT TO PROVIDE 6 FLATS IN TWO STOREY BLOCK WITH ACCESS AND PARKING

GEOFFREY T DUNNELL for MESSRS J D & P J FLANNERY

RECOMMENDATION

Plan Nos: 0305/4A

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

- 1 Time Limit - Outline Permission
- 2 Approval of the details shown below (the "reserved matters") shall be obtained from the local planning authority in writing before any development is commenced:
 - (a) siting of the building(s)
 - (b) design of the building(s)
 - (c) external appearance of the building(s)
 - (d) landscaping of the siteREASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.
- 3 Water Storage Works
- 4 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 5 No demolition or site works in connection with the development hereby permitted shall commence before:-
 - (a) the frontage.of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.
REASON: In the interests of amenity and highway safety.
- 6 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.
The boundary treatment shall be completed:
 - b: before the building(s) is/are occupiedThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality.

Cont...

- 7 Highway - Closing of Access(es)
- 8 Highway - Approval of Construction
- 9 Landscaping to be Approved
- 10 Landscaping to be Implemented
- 11 The development hereby permitted shall not commence until a scheme for:-
 - (a) The storage and disposal of refuse/waste has been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.
REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties.

INFORMATIVES

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 27 - Access for All
- 3 Standard Informative 32 - The Party Wall etc. Act 1996
- 4 Standard Informative 35 - CDM Regulations 1994
- 5 INFORMATIVE:
SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the 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:
Harrow Unitary Development Plan:
SD1 Quality of Design
SH1 Housing Provision and Housing Need
D4 Standard of Design and Layout
D5 New Residential Development - Amenity Space and Privacy
T13 Parking Standards
T15 Servicing of New Developments

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Character and Appearance of Area (SD1, SH1, D4, D5)
 2. Neighbouring Amenity (SD1, D4, D5)
 3. Parking and Access (T13, T15)
-

Cont...

INFORMATION

a) Summary

Car Parking	Standard:	8
	Justified:	6
	Provided:	6
Site Area:	0.08ha	
No. of Residential Units:	6	
Density:	75 dph	
Council Interest:	None	

b) Site Description

- west side of Charlton Road between Kenton Road and D'Arcy Drive.
- occupied by detached bungalow.
- detached bungalow and 2-storey detached houses to south.
- 2-storey semi-detached dwellings behind site and on opposite side of Charlton Road.
- church building and 2-storey maisonettes to north.
- width restriction in front of site.

c) Proposal Details

- outline application - means of access to be determined.
- demolition of existing bungalow and provision of 2-storey building to accommodate 6 flats.
- illustrative layout drawing shows building set back from front walls of adjacent properties, hipped roof.
- layout shows 6 parking spaces in front of building, with angled access from Charlton Road.

d) Relevant History

P/2182/03/COU	Outline: redevelopment to provide 4 x 2-storey terraced houses with parking at front	GRANTED 19-MAR-2004
---------------	--	------------------------

e) Applicant's Statement

- local research has established greater local demand for smaller housing units.
- precedent for maisonettes exists in Charlton Road beyond church.
- amenity space and parking satisfy Council's requirements.
- proposed hipped roof design with areas of rendering to blend in with locality.
- area of hardstanding for parking only marginally larger than existing approved scheme. Landscaping would soften impact of hardstanding.

Cont...

f) Consultations

Thames Water: No objections
Environment Agency: No comments

Notifications	Sent	Replies	Expiry
	20	2	27-DEC-2004

Summary of Responses: Inadequate parking, change to look and nature of area, loss of privacy, disruption during construction, oppose replacement of bungalow by flats.

APPRAISAL

1. Character and Appearance of Area

The application site is located in an area of mixed residential development, including flats to the north of the Church. The principle of flats would not therefore be unsympathetic to the character of the area.

Although the proposed front walls would have to be set back from the adjacent front walls of no. 5 and the Church to accommodate parking, such a siting was shown in the illustrative plan which accompanied the earlier permission this year for 4 x terraced houses on the land.

In addition, a similar area of hardsurfacing for parking was shown, and the principle of 2-storey development on the site was established by the permission.

Rear garden depths of between 13 and 15 metres are shown, with a rear garden area of some 350m², providing sufficient amenity and setting space. Given these considerations it is suggested that the impact of the proposals on the character and appearance of the land can be accepted.

2. Neighbouring Amenity

The illustrative layout shows a building which would meet the 45° code in relation to the adjacent rear corner of no.5, and be sited in a similar position to the previously approved scheme.

It is not considered that the additional activity which may be generated by the provision of 6 flats instead of 4 houses would be sufficient to unduly impair neighbouring amenity.

3. Parking and Traffic

The provision of on-site parking on a one-to-one basis was previously accepted, and is again proposed in this scheme.

Cont...

The angled access which is proposed for determination would both enable the existing width restriction to be retained in situ, and vehicles to enter it acceptably from the site.

4. Consultation Responses

- loss of privacy - this need not result from the proposals.
- disruption during construction - not a material consideration.
- other issues discussed in report.

CONCLUSION

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

25 CECIL RD, WEALDSTONE

2/05

P/1525/04/CFU/RJS

Ward: WEALDSTONE

PROVISION OF TEMPORARY BUILDING WITH RAMPED ACCESS FOR OFFICE USE

DAVID R YEAMAN & ASSOCIATES for TOUREEN CONTRACTORS LTD

25 CECIL RD, WEALDSTONE

2/06

P/2869/04/CFU/RJS

Ward: WEALDSTONE

DETACHED TWO STOREY OFFICE BUILDING WITH LIGHT INDUSTRIAL USE IN BASEMENT (CLASS B1) WITH ACCESS AND PARKING

DAVID R YEAMAN & ASSOCIATES for TOUREEN CONTRACTORS LTD

P/1525/04/CFU

RECOMMENDATION

Plan Nos: Ordinance Survey, Project No. 11 Drawing No. 001

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

- 1 The temporary buildings must be completely removed from the site within 2 months from the occupation of the building approved in accordance with P/2869/04/CFU, or by the expiration of four (4) years from the date of this Decision Notice, whichever is sooner.

INFORMATIVES

- 1 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

SD1 Quality of Design

EP25 Noise

D4 Standard of Design and Layout

T6 The Transport Impact of Development Proposals

T13 Parking Standards

EM13 Land and Buildings in Business Use - Designated Areas

Cont...

P/2869/04/CFU

RECOMMENDATION

Plan Nos: Project No. 511 Drawing No. 010, Project No. 511 Drawing No. 011, Project No. 511 Drawing No. 012, Project No. 511 Drawing No. 013

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not be occupied until visibility is provided to the public highway in accordance with dimensions to be first agreed in writing by the local planning authority. The visibility splays thereby provided shall thereafter be retained in that form.
REASON: To provide a suitable standard of visibility to and from the highway, so that the use of the access does not prejudice the free flow of traffic or the condition of general safety along the neighbouring highway.
- 3 Noise - Insulation of Building(s) - 4
- 4 Restrict Industrial Activities to Buildings
- 5 Levels to be Approved
- 6 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) building(s)
The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 7 No development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the local planning authority.
The boundary treatment shall be completed:
(b) before the building(s) is/are occupied
The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the amenity of neighbouring residents and the character of the locality.
- 8 Landscaping to be Approved
- 9 Landscaping to be Implemented
- 10 The use hereby permitted shall not be open to customers outside the following times:-
(a) 07.00 hours to 19.00 hours, Monday to Saturday inclusive,
(b) 07.00 hours to 13.00 hours on Sundays,
(c) not at all on Sundays or Bank Holidays,
without the prior written permission of the local planning authority.
REASON: To safeguard the amenity of neighbouring residents.

Cont...

- 11 Open storage shall only take place on the area specified as 'ancillary storage' on the approved drawing '011 A' and not on any other part of the site including the roadway or parking spaces.
REASON: To preserve the amenity of the area.
- 12 The maximum height of the open storage shall be 3.0 metres unless otherwise agreed in writing by the LPA.
REASON: To preserve the amenity of the area.
- 13 The construction of the site drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.
REASON: To prevent pollution of the water environment.
- 14 Contaminated Land - Commencement of Works

INFORMATIVES

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 35 - CDM Regulations 1994
- 3 The applicants are requested to use their powers to prevent the parking of commercial vehicles on the adjacent roads outside the hours specified in Condition 11.
- 4 INFORMATIVE:
SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the 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:
Harrow Unitary Development Plan:
SD1 Quality of Design
EP25 Noise
D4 Standard of Design and Layout
T6 The Transport Impact of Development Proposals
T13 Parking Standards
EM13 Land and Buildings in Business Use - Designated Areas

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Employment Policies (EM13)
 2. Amenity of Neighbours (D4, EP25)
 3. Neighbourhood Character and Appearance (SD1, D4)
 4. Parking & Highway Safety (T6, T13)
 5. Consultation Response
-

Cont...

INFORMATION

a) Summary

Listed Building:	Not Listed	
Conservation Area:	None	
Car Parking	Standard:	6
	Justified:	12
	Provided:	12
Employment Area:	Business Use Area	

b) Site Description

- The application relates to a strip of land on the south western side of Cecil Road;
- The site measures approximately 75m in width and 23m in depth;
- The site was formerly a British Rail goods/ coal yard;
- To the east of the site is a strip of land approximately 5m in width which serves access to the B.R. main line, beyond which are residential properties;
- The site forms part of a Proposal Site in the Draft UDP for redevelopment purpose.
- Approval has already been given for a development of a: "2/3 storey office building, light industrial building, yard and parking";
- Temporary office buildings which are encompassed within one of the applications are already been installed on site;

c) Proposal Details

- The overall proposal for the site spans two applications. The first application (P/1525/04/CFU) relates to the retention of temporary office buildings that have been erected to the south east corner of the site. However it is highlighted that these temporary office buildings would be removed from the site upon the completion of the proposed development encompassed within the second application (P/2869/04/CFU);
- The proposed redevelopment of the site would provide a 2 storey office building with an enlarged basement for light industrial use (Class B1). The proposed building would be sited along the Cecil Road frontage. After the removal of the temporary offices buildings the south east corner of the site would accommodate on site parking and buffer landscaping. Associated storage would be provided along the rear boundary with the railway line;
- Existing access and egress points would be utilised, which are enclosed with 2.5 metre high access gates. The existing treatment along the frontage of the property encompassed a brick boundary wall with a close boarded timber fence extending above to a maximum height of 4.0 metres;

Cont...

d) Relevant History

EAST/667/93/FUL	Redevelopment to provide office and covered storage (revised)	GRANTED 05-MAY-1996
EAST/125/96/OUT	Outline: development of site for use class B1 (business)	GRANTED 08-MAY-1996
EAST/789/97/DET	Erection of 11 class B1 (business) units, access and parking (details pursuant to P/P E/125/96/OUT dated 8/5/96)	APPROVED 11-NOV-1997
EAST/521/02/FUL	Formation of new site access	GRANTED 13-SEP-2002
EAST/9/02/02/FUL	2/3 storey office building, light industrial building, yard and parking	GRANTED 13-SEP-2002
P/1716/03/CFU	Creation of new vehicular access	GRANTED 13-FEB-2004

e) Applicant's Statement

- The attached proposals reflect part of the earlier approved office/ Light Industrial Planning Application which was approved on 18th September, 2002 Ref: E/9/02/FUL;
- The new scheme integrates both Office & Light Industrial Units into one building this reducing the site coverage and eliminating the larger of the 2 buildings earlier approved;
- The Light Industrial element is now located in a basement partly under the new build and partly under the site access;

f) Consultations

Environment Agency: no objections subject to conditions
Thames Water: no objections

P/1525/04/CFU

Notifications	Sent	Replies	Expiry
	23	1	13-JUL-2004

Response: Object on the basis of insufficient detailed plans being provided.

Cont...

P/2869/04/CFU

Notifications	Sent	Replies	Expiry
	56	2	22-NOV-2004

Response: Strongly object; proposed height of office will cause substantial loss of light; no details of ingredients of manufacture and their safety features; risk of leakage causing danger to people and the environment; how will storage tanks and containers be made safe to prevent leakage; there shall be considerable dirt and dust causing nuisance to neighbours; unacceptable noise with movement of equipment, vans and lorries; increase volume of traffic compounded by existing parking problems in the locality; working times should be limited to weekdays only within reasonable times of the day.

APPRAISAL

1. Employment Policies

The site is identified in the adopted 2004 UDP for Business (B1) purposes. Policy EM13 of the adopted 2004 UDP promotes the development of this site (amongst others) for B1 purposes. The principle of the proposed development is therefore considered appropriate, and has been previously approved on site, albeit in a different building and overall site layout.

2. Amenity of Neighbours

By definition processes and uses which fall within Use Class B1 do not give rise to conditions prejudicial to the amenity of neighbouring residents.

The proposed office building is centrally sited along the front boundary of the site and is sited amply away from any dwelling either adjoining or located opposite. The streetscape façade has a height of 5.6 metres to eave line, extending 1.6 metres above the height of the existing fence. The proposed building has a similar design, scale, footprint and height to the light industrial unit approved via the prior application P/9/02/FUL.

It is considered that the proposed building would not pose any unacceptable impacts on the amenity of neighbours.

3. Neighbourhood Character and Appearance

The proposed building would have a similar siting to the prior approved industrial unit. However most importantly the replacement building would represent an improvement over that previously approved as it has the appearance of an office building and not of an industrial warehouse building. Therefore the proposal is considered to constitute an improvement to the neighbourhood character and appearance when compared to the development already approved on site.

Cont...

4. Parking & Highway Safety

As with the prior approved scheme the proposed parking/ access layout meets the required commercial vehicle manoeuvring standings. Although it is noted that the scheme provides an oversupply of on-site parking when assessed against UDP standards, this is considered reasonable in context of the proposed use and likewise to alleviate any pressure on on-street parking given the sites proximity to residential properties.

5. Consultation Response

Matters raised are addressed in the appraisal.

CONCLUSION

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

SINGLE STOREY REAR EXTENSIONS, ALTERATIONS TO ROOF TO INCLUDE SIDE AND REAR DORMERS, CHANGE OF USE CLASS C1-C3 (HOTEL TO RESIDENTIAL) TO FORM 6 FLATS

Eley & Associates for MR M LALJI

RECOMMENDATION

Plan Nos: 1142-10a, 1142-11a, 1142-13a, 1142-14a, 1142-20a, 1142-21a

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

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 Noise - Insulation of Building(s) - 4
- 4 The development hereby permitted shall not commence until a scheme for:-
 - (a) The storage and disposal of refuse/waste
 - (b) and vehicular access theretohas been submitted to, and approved in writing by, the local planning authority. The use hereby permitted shall not be commenced until the works have been completed in accordance with the approved details and shall thereafter be retained.
REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties.

INFORMATIVES

- 1 Standard Informative 19 - Flank Windows
- 2 Standard Informative 20 - Encroachment
- 3 Standard Informative 23 - Considerate Contractor Code of Practice
- 4 Standard Informative 32 - The Party Wall etc. Act 1996
- 5 Standard Informative 33 - Residents Parking Permits
- 6 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- SD1 Quality of Design
- T13 Parking Standards
- H9 Conversions of Houses and Other Buildings to Flats

Cont...

MAIN CONSIDERATIONS

1. Character of Area (D4, D5, SD1, H9)
 2. Car Parking (T13)
 3. Amenity of Neighbours
 4. Consultation Responses
-

INFORMATION

This application is reported to Committee at the request of a nominated member.

a) Summary

Car Parking	Standard:	8
	Justified:	3
	Provided:	3
Site Area:	0.07ha	
No. of Residential Units:	6	

b) Site Description

- Semi-detached, two storey property on the south side of Hindes Road.
- Property is currently used as a guesthouse with 11 lettable rooms.
- The forecourt is hard surfaced and can accommodate 3 cars.

c) Proposal Details

- Conversion to 6 self-contained flats.
- Roof extension to provide side and rear dormer windows.
- Single storey rear extensions, one infilling a space between an existing 2-storey rear projection and an extension to number 34, and a second extension 3.7m deep beyond the existing 2-storey rear projection.

d) Relevant History

P/1257/03/DFU	Change of Use: Hotel to Residential (Class C1 to C3) to provide 6 flats with single first floor and rear roof extensions and side dormers.	REFUSED 04-NOV-2003
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Application refused for the following reasons:

1. "The proposed rear extensions, by reason of excessive bulk and rearward projection would be unduly obtrusive, result in loss of light and overshadowing, and would be detrimental to the visual and residential amenities of the occupiers of No.34 Hindes Road".

Cont...

2. "The proposed dormer roof extensions, by reason of excessive size and bulk, would be unduly obtrusive and overbearing, would detract from the appearance of this and adjoining properties and the streetscene detrimental to the character of the area".

e) Applicant's Statement

None

f) Notifications

Sent	Replies	Expiry
23	4	16-AUG-2004

Summary of Response: Floods of dirty water from existing use; proposed extension would not allow space for maintenance; character of Hindes Road altered from happy residential area to back yard of profit making encroachments; Council would be surprised at the imbalance of number of homes converted to care homes, hostels, guest houses, hotels, schools and superstore; too crowded for any further additions of a commercial nature.

APPRAISAL

1. Character of Area

It is considered that the intensity of the proposed use would be similar, if not less than that which exists currently through the use as a guesthouse. The previous application was refused solely for reasons relating to the bulk of the proposed extension – the proposed conversion to 6 flats was not objected to. It is not considered that the proposed use would be in any way detriment to the established character of the area.

The proposed extension has been significantly reduced from that proposed within the most recently refused application, it is considered that the proposed modest size side dormer would not be unduly obtrusive in the street and would have an acceptable appearance.

No details relating to the proposed storage of refuse bins have been supplied. The property is semi-detached and it is considered that adequate arrangements could be made to store bins to the rear of the building, away from the street scene. It is recommended that a condition be attached to any permission granted, requiring the approval of such details.

2. Car Parking

The frontage of the site can accommodate 3 cars. Additional unrestricted parking in this location could give rise to conditions prejudicial to highway safety. However, the property is within a Controlled Parking Zone and if the proposals were found to be satisfactory in all other respects, such concerns could be met by means of a restriction that would not allow residents to have a residents parking permit.

Cont...

3. Amenity of Neighbours

In relation to the amount of activity that would be likely to be generated by the proposed use, it is considered that this would be similar to, if not less than the levels of activity that the current use generates.

The likely replacement of predominately transient residents with those with leasehold or freehold interests could have potentially positive impact on the amenities of the adjacent occupiers, through an increased sense of ownership and responsibility for the maintenance of the land.

It is not considered that the proposed single storey extension infilling a space between an existing 2-storey rear projection and an extension to number 34 would have any adverse impact on the amenities of the adjacent occupiers.

The proposed extension 3.7m deep beyond the existing 2-storey rear projection, would be level with an existing extension to the adjacent number 38. At only 3.5m from the boundary with the adjacent 34 and projecting 3.7m beyond the existing extension to that property, the proposed extension would not comply with the 45° code with respect to that property. The proposed breach of the 45° code would be only marginal, and it is not considered that this reason alone could justify the refusal of the application.

4. Consultation Responses

Planning considerations addressed in above report.

CONCLUSION

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

FIRST FLOOR SIDE/REAR EXTENSION, REAR DORMER AND CONVERSION TO FOUR SELF CONTAINED FLATS

JEREMY PETER ASSOCIATES for MR A SHERLING

RECOMMENDATION

Plan Nos: 3068_02 Rev D

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

- 1 Time Limit - Full Permission
- 2 Noise - Insulation of Building(s) - 4
- 3 The development hereby permitted shall not commence until a scheme for:-
 - (a) The storage and disposal of refuse/waste
 - (b) and vehicular access theretohas been submitted to, and approved in writing by, the local planning authority. The use hereby permitted shall not be commenced until the works have been completed in accordance with the approved details and shall thereafter be retained.
REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties.

INFORMATIVES

- 1 INFORMATIVE:
"Notwithstanding the note on the submitted plans, the applicant is advised that the permission relates to the conversion of the dwelling house into 4 self-contained units only, as confirmed within the application form accompanying the drawings".
- 2 Standard Informative 23 - Considerate Contractor Code of Practice
- 3 Standard Informative 32 - The Party Wall etc. Act 1996
- 4 Standard Informative 33 - Residents Parking Permits
- 5 INFORMATIVE:
SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the 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:
Harrow Unitary Development Plan:
SD1 Quality of Design
D4 Standard of Design and Layout
D5 New Residential Development - Amenity Space and Privacy
T13 Parking Standards
H9 Conversions of Houses and Other Buildings to Flats

Cont...

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Conversion Policy
 2. Character of Area (SD1, D4, D5, H9)
 3. Residential Amenity
 4. Consultation Responses
-

INFORMATION

This application is reported to Committee at the request of a nominated member, and as a petition objecting to the development has been received and the application is recommended for grant.

a) Summary

Car Parking	Standard:	5
	Justified:	0
	Provided:	0
No. of Residential Units:	2	

b) Site Description

- End terrace dwelling on site located to the western side of Herga Rd. Existing wedge shaped single storey side/rear extension.
- Chamfered corner to front at ground and first floor of main dwelling.
- Interphone House to south, residential dwellings to north and east, bridge over railway to west.
- Site within controlled parking zone.

c) Proposal Details

- Conversion of dwelling house into four self-contained flats, to provide three 2-bedroom units and one 1-bedroom unit.
- First floor side and rear extension above existing single storey extension.
- Rear dormer window.

d) Relevant History

P/1543/03/DFU	First floor side/rear extension, rear dormer and conversion to five self-contained flats	REFUSED 18-AUG-2004
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Application refused for the following reasons:

1. The proposed rear dormer window, by reason of excessive bulk and unacceptable relationship with the proposed first floor side/rear extension, would appear incongruous and unduly obtrusive when viewed from the adjacent properties.

Cont...

2. The vertical alignment of rooms between the proposed units would give rise to an unacceptable level of noise disruption between units.
3. The proposed 2nd floor unit is of insufficient size and would result an unacceptably cramped form of development, detrimental to the residential amenities of the future occupiers of that unit.

e) Applicant's Statement

Letter dated 23rd September 2004 demonstrating how the proposal complies with local and national policy.

f) Notifications	Sent	Replies	Expiry
	12	2 and petition	21-OCT-2004

Summary of Response: Will cause considerable nuisance; previous reasons still valid; block sunlight; loss of privacy; loss of property value; parking problems; overlooking of alley way from balcony; insufficient services and facilities; during development contractors will block path.

APPRAISAL

- First Floor Side/Rear Extension (HSPG - B1,2,3,4,7,8, 14 C1,8,9)

The application proposes the construction of an extension to the southern side of the application property, above an existing single storey side/rear extension. The extension would project 3.1m beyond the main rear building line at 4.65m from the boundary with the adjoining dwelling. The extension would protrude from the flank wall by 2.5m. The southern most corner would be chamfered at the same angle as the single storey extension and the existing main front corner. The roof above would be a subordinate crown design. Two main windows are proposed for the rear (western) elevation, with a balcony to the south.

The chamfered design may be considered to be acceptable, as this would reflect the existing design of the application property. The extension would comply with the Council's 45° code in relation to both adjacent buildings, and it is considered that the extension would have an acceptable appearance when viewed from the street and the adjacent dwellings.

The proposed balcony would face the adjacent Interphone House and the Wealdstone bypass, but would be screened from the adjoining dwelling (number 8) by the proposed rear extension, and would be screened from the street by Interphone House. The balcony would be immediately adjacent to an alleyway linking Wealdstone Bypass and Herga Road.

It is not considered the proposed balcony would be detrimental to the amenities of any adjacent occupiers, or adversely impact upon those using the alleyway.

Cont...

- Rear Dormer (HSPG - D1,2,3,4,5)

The proposed rear dormer would measure 3m wide, be sited 1.7m from the party wall line on the roof, and 2m from the closest point of the hip. The dormer would be sited 1.5m from the eaves. This would be consistent with the relevant sections of the adopted Householder SPG.

It is considered that the revision to the proposed dormer window adequately addresses reason number 1 of the refusal of application P/1543/04/DFU.

1. Conversion Policy

- **The suitability of the new units to be created in terms of size, circulation and layout**

The proposed units are considered to be of an appropriate size, and would not result in an unduly cramped form of development, or be of detriment to the residential amenities of the occupiers the units. The vertical alignment of the units, organised in a manner to minimise the potential for noise disturbance between the units, is considered to be satisfactory. Within this revised scheme it is considered that the applicant has adequately addressed reason number 2 of the refusal of application P/1543/04/DFU.

By deleting the proposed 2nd floor unit proposed within the previously refused application, and thereby reducing the number of units to 4, it is considered the applicant has adequately addressed reason number 3 of the refusal of application P/1543/04/DFU.

- **The standard of sound insulation measures between the units**

Subject to compliance with the condition suggested above, and compliance with the relevant Building Regulations, the standard of sound insulation would be adequate.

- **The level of useable amenity space**

The application proposes the use of the existing rear garden space as a communal garden for use by the occupants of each of the four flats. All units would have access via a corridor to the northern side of the building. This arrangement is considered to be acceptable.

- **The landscape treatment and the impact of any proposed front garden/forecourt car parking**

The front garden/forecourt would remain unchanged from existing. The application does not propose any off-road parking spaces.

In the absence of any off road parking it is considered that adequate space would exist on the forecourt for storage of refuse bins, however no details are provided. In light of this the condition above suggested to ensure a satisfactory arrangement.

Cont...

- **Traffic and highway safety**

No off-road parking spaces are proposed, however, given the location close to harrow and Wealdstone Station, and Wealdstone centre, it is considered that such a provision may be reasonably justified.

The site falls within a controlled parking zone, and previously the transportation manager stated that the development must be made resident permit restricted to be acceptable on highways grounds. Accordingly, an informative is suggested to advise the applicant of this.

2. Character of area

A considerable proportion of the dwellings in Herga Road have been previously converted into flats. The location of Herga Road in relation to public transport links and other amenities and services within Wealdstone, is appropriate for a high level of conversions. It is not considered that the proposed development would adversely impact upon the established character of the area.

3. Residential amenity

It is recognised that the intensity of the use of the building would be likely to increase as a result of the proposal, but it is not considered that this would be so significant as to be detrimental to the amenity of neighbouring occupiers.

4. Consultation Responses

Planning considerations addressed above.

CONCLUSION

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

CONVERSION OF EXTENDED HOUSE TO PROVIDE 3 SELF-CONTAINED FLATS WITH PARKING & DOMESTIC STORE AT REAR (REVISED).

S DADAMIYA for MR S BHARDE

RECOMMENDATION

Plan Nos: Plan Nos: 04/041/1, 2, 4 Rev. B, 5 Rev. B, 6, 7, 9 Rev. B, 11 Rev. B, 12, 13, 14; 04/21/18 Rev. A & 19 Rev. A; site plan

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

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 Noise - Insulation of Building(s) - 4
- 4 The window(s) in the flank wall(s) of the proposed development shall:
 - (a) be of purpose-made obscure glass,
 - (b) be permanently fixed closed below a height of 1.8m above finished floor level, and shall thereafter be retained in that form.REASON: To safeguard the amenity of neighbouring residents.
- 5 The disabled persons' access/egress arrangements shown on the approved drawings shall be implemented prior to first occupation of the development hereby approved and shall thereafter be retained.
REASON: To make satisfactory arrangements for the occupation of the ground floor flats by disabled persons.
- 6 The development hereby approved shall not be occupied until the rear first floor French window has been modified in accordance with approved drawing numbered 04/21/19A unless otherwise agreed in writing by the local planning authority.
REASON: In the interests of the privacy amenity of neighbouring occupiers.
- 7 The development hereby approved shall not be occupied until the parking areas shown on the approved drawing numbered 04/041/5 have been made available for use by future occupiers of the flats and shall thereafter be retained as such, unless otherwise agreed in writing by the local planning authority.
REASON: To ensure the satisfactory provision of parking facilities for the development, in the absence of on-street parking capacity and controls in South Close.
- 8 The development hereby approved shall not commence until a detailed scheme for the hard and soft landscaping of the areas shown as such on approved drawing numbered 04/041/5 has first been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied until the works have been carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.
REASON: To safeguard the appearance of the property in the streetscene and in the interests of the privacy amenity of neighbouring occupiers.

Cont...

- 9 The development hereby approved shall not be occupied until the hardsurfacing underneath the canopy of the rear ash tree has been removed, and a protective fence erected, in accordance with the details set out on the approved drawing numbered 04/041/5, unless otherwise agreed in writing by the local planning authority.

REASON: To safeguard the health and future survival of the protected Ash tree, in the interests of the visual amenity and character of the locality.

INFORMATIVES

- 1 Standard Informative 19 - Flank Windows
- 2 Standard Informative 23 - Considerate Contractor Code of Practice
- 3 Standard Informative 32 - The Party Wall etc. Act 1996

4 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

SD1 Quality of Design

EP25 Noise

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D9 Streetside Greenness and Forecourt Greenery

D10 Trees and New Development

H9 Conversions of Houses and Other Buildings to Flats

H18 Accessible Homes

C16 Access to Buildings and Public Spaces

T13 Parking Standards

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

- 1. Conversion policy
- 2. Character of area
- 3. Residential amenity
- 4. Character and amenity of domestic store at rear
- 5. Relationship with appeal decision at 103 Elmsleigh Avenue
- 6. Effect on protected tree
- 7. Disabled persons' access
- 8. Consultation responses

Cont...

INFORMATION

Details of this proposal are reported to the Committee at the request of a nominated Member.

a) Summary

Area of Special Character:

Car Parking	Standard:	4
	Justified:	4
	Provided:	3
Proposed Dwellings:	3	
Council Interest:	None	

b) Site Description

- two storey semi-detached inter-war dwelling on the north-east corner of South Close, Rayners Lane
- occupies a wedge-shaped plot around the turning circle of this cul-de-sac; rear boundary predominantly backs onto those of property fronting Village Way (slightly lower site level) but also backs onto service road at rear
- side and rear extensions previously approved and rear garden building/parking area part of this application substantially completed but no internal conversion works as at 28/09/04
- ash tree in rear garden the subject of a tree preservation order
- parking in South Close not controlled but very limited capacity due to narrow carriageway width and vehicle crossovers
- no. 5 unextended and on a lower site level; occupied as a single family dwelling; detached garage adjacent to common boundary
- no. 7 (attached semi) has two storey side to rear and single storey rear extension; occupied as a single family dwelling; post and wire fence delineates common boundary and service road boundary at rear; has gated parking space to service road at rear
- no. 9 also has gated parking space at rear

c) Proposal Details

- conversion of extended dwelling to three self-contained flats:
 - 1 x two habitable room flat and 1 x three habitable room flat on ground floor
 - 1 x four habitable room flat on first floor
- retention of single storey domestic storage building at rear: 4.2m x 8m and 3m high
- includes alterations to replace rear first floor French doors with a window and parking area at rear of garden with access from service road

Cont...

d) Relevant History

P/1116/04/DFU	Two storey side to rear, single storey side, front and rear extension	GRANTED 16-JUN-2004
<u>P/2164/04/DFU</u>	Conversion of extended house to provide three self-contained flats with parking and domestic store at rear	REFUSED 30-SEP-2004

Application refused for the following reasons:

1. The proposed conversion, by reason of inappropriate internal layout, would result in a conflicting vertical alignment of a bedroom and other rooms between the flats within the building and would, as a result, fail to secure satisfactory living conditions for future occupiers of the development.
2. The proposal would lead to excessive use of the forecourt for parking, refuse and ancillary storage, within inadequate space for remedial landscaping works and disabled persons' access, to the detriment of the visual amenity of streetscene and satisfactory living conditions for future occupiers of the development.
3. The proposed conversion, by reason of its layout, would result in bedroom window in the flank elevation facing no. 5 South Close and would, as a result, fail to secure satisfactory living conditions by reason of privacy, outlook and safety/convenience for neighbouring and future occupiers of the development. It would also unacceptably prejudice the future development potential of no. 5 South Close.
4. The proposed conversion, by reason of its layout, would result in a more intensive use of the first floor rear French windows and railings, resulting in increased actual and perceived overlooking of adjacent property, to the detriment of the privacy amenity of neighbouring occupiers.
5. The hardsurfacing and rear parking area, by reason of its relationship with the protected ash tree, poses an unacceptable risk to the future health and survival of the tree which is considered to be of significant amenity value, to the detriment of the character of the area.
6. The proposed conversion, by reason of its layout and level on the ground floor, would fail to make satisfactory arrangements for occupation by disabled persons, including access to and egress from the building.

The applicant is advised to seek to clarify the right of access from the site onto the service road at the rear, as any successful conversion of the property is likely to be dependent upon the rear parking spaces being made available to future occupiers.

Cont...

e) **Applicant's Statement**

None

f) Notifications	Sent 24	Replies 23	Expiry 03-DEC-2004
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Summary of Response: Out of character with dwellinghouses in South Close; overdevelopment; precedent; traffic; parking; proposed parking bays not accessible; access to service road prohibited; residents may not use parking bays; noise; already suffer power cuts; extensions deviate from Council's own guidelines; over-intensive use; overlooking; flats contrary to deeds; path at side does not meet disability standards (too narrow); flat 3 not suitable for disabled; electronic hoist not provided; parking slab too large/amenity space too small; likely to be rented - less respect for property and neighbours; noise and fumes from kitchens on front; concrete detrimental to ash tree; previous reasons for refusal remain; concrete higher than gardens; visual impact of storage building; financial gain of developer; road safety; block emergency and other vehicles; garden village character should be preserved; obscure glazing at front out of keeping; pollution; number of occupants unknown; flank window and door contrary to guidelines; side window would lose light if no. 5 extended; loss of privacy from rear platforms; layout unacceptable (noise from kitchen, overlooking from windows); appeal at 1 Village Way relevant; detriment to dynamic of neighbourhood; smallest flat would have the largest garden; dangerous visibility onto service road at rear; surface water run-off.

APPRAISAL

1. Conversion Policy

- **The suitability of the new units to be created in terms of size, circulation and layout**

In terms of floorspace, the extended dwelling has the potential to convert well and the sizes of the specific flats proposed are considered to be satisfactory. The ground floor unit within the side extension would have its own door within the flank elevation and the other ground floor and upper floor units would be accessed via a front door with internal shared lobby. The general circulation arrangement of the flats is considered to be satisfactory.

The internal layout of the ground floor has been amended to increase the width of door openings, the hall and bathrooms to facilitate occupation of those units by disabled persons. This is considered to be an improvement upon the scheme last refused and is appraised in further detail below.

Cont...

As amended the layout of the flats within the building would result in an improved vertical 'stacking' of room uses. Specifically:

- First floor bedrooms adjacent to the part wall with no. 7 would sit over an enlarged ground floor bedroom, with only partial overlap (1m) of a ground floor kitchen;
- The first floor lounge would sit over the ground floor bathroom, lounge and kitchen;
- First Floor bedroom 3 would sit over the ground bathroom, hallway and bedroom; and
- Ground floor bedroom two to flat 3 would be sited adjacent to the ground floor lounge of flat 1 but with soundproofing of the dividing wall to 43dB.

It is considered that this layout, subject to supplementary soundproofing measures that can be controlled by condition, is satisfactory. Accordingly the amended proposal would overcome previous reason for refusal no.1.

The window in the ground floor flank elevation of the side extension would be obscure glazed and would, as amended, serve a kitchen. Provided that the lower portion of the window is fixed closed, to prevent opening onto the external communal passageway, it is considered that the proposal would secure satisfactory living conditions for future occupiers by reason of privacy and safety. Although the kitchen would have no outlook, as a non-habitable room this is considered to be acceptable. An informative note on the decision notice would draw attention to the strict understanding that the amended proposal is only acceptable on the proviso that the kitchen window would not be 'protected' in the event of development at no. 5. Subject to this and the glazing condition suggested, it is considered that the previous reason for refusal number 3 has been satisfactorily overcome.

- **The standard of sound insulation measures between the units**

A condition is suggested.

- **The level of useable amenity space**

The submitted drawings show that, after the extensions, outbuilding and parking provision at the rear, a combined area of 349m² useable amenity space would be retained. The area would be formally subdivided to provide separate areas of 134m², 129m² and 115m². Two of these would be directly accessible from the ground floor units, with the remaining area accessible via the side passageway for the first floor flat.

Cont...

The combined level of provision would exceed the cumulative requirement of 180m² that would have been generated by the application of the Council's former supplementary planning guidelines. The level of provision would reasonably meet the needs of future occupiers of the proposed flats and would make effective use of this wedge-shaped site, which is larger than many other more conventional plots in this locality.

- **The landscape treatment and the impact of any proposed front garden/forecourt car parking**

This revised application makes provision for a 1.5m wide landscaping strip adjacent to the forecourt boundary with no. 7, and more informal areas adjacent to no. 5 to include a refuse storage enclosure for three bins. The remaining area would be block paved to provide a disabled persons' parking bay and further drawings demonstrate level threshold access to the ground floor.

The reduction in forecourt parking from two to three spaces is considered to allow for a more appropriate balance of hard and soft landscaping. Subject to the detailed finish of the hard and soft landscaping – a matter that can be satisfactorily controlled by condition – the revised layout is considered to be acceptable. Although no specific provision for the storage of recycling boxes has been made their visual impact is not considered to be of such consequence, on their own, as to be detrimental to the visual amenity of the streetscene.

Subject to the suggested conditions it is considered that previous reason for refusal no. 2 has been satisfactorily overcome.

- **Traffic and highway safety**

Application of the replacement UDP maximum parking standards to the pre-existing dwelling would give a figure of 1.8; when applied to the proposed conversion this figure increases to 4.2. The subject proposal would provide one forecourt space and two formally laid-out spaces (plus additional informal space for one car) with access from the service road at the rear.

The application site is well located for access to a range of shops and services within Rayners Lane district centre, bus service routes along Village Way and through the district centre, and Rayners Lane London Underground station. Text Map 12 of the replacement UDP identifies the area of the site within an area of high public transport accessibility, relative to other parts of the Borough. The UDP parking standards are intended as maximum guidelines, consistent with central Government advice and the 'parking restraint' approach. The provision of three spaces for the development falls appropriately within the maximum threshold. Whilst the narrow carriageway width of South Close is acknowledged, in view of the advantages of the site's location a parking reason for refusal – on the basis is a shortfall of 0.2 below a maximum standard – is not recommended.

Cont...

A property company has submitted representation on the application to the effect that it will deny the applicant a right of access to the service road and that he has no right of way over the same. However the applicant has supplied legal opinion that there is no indication from the title deeds that access is denied, that other properties access the service road without objection, that the 1930s plan of the layout of South Close shows the service road already *in situ*, and that there is no gate preventing continued access by all adjoining properties. For the purposes of clarity further information about the property company's controlling interest has been sought and is awaited.

2. Character of area

The proposal would provide a single front door with the separate access to ground floor flat 3 located around to the side. Accordingly the extended building would retain the appearance of a single dwelling when viewed in the streetscene of South Close. It is not considered that the use of the extended property on this wedge-shaped site as three flats would be detrimental to the character of the locality.

3. Residential amenity

It is recognised that the intensity of the use of the rear garden area would change as a result of the proposal, but it is not considered that this would be so significant as to be detrimental to the amenity of neighbouring occupiers. Neither is it considered that the use of the side doorway as the main entrance to flat 3 would give rise to such a level of noise and disturbance in relation to no. 5 South Close as to be unacceptable (the relationship with no. 5 is such that it would not be adjacent to that neighbouring property's rear garden).

The French window and railings of the approved extension, which was to have served bedroom 5 of the dwelling, would now serve the main living room of the larger, upper flat. However it is now proposed to restore to the rear elevation a conventional window and subject to the completion of this prior to occupation would ameliorate concerns relating to perceived overlooking. It is therefore considered that there would be no detriment to the privacy amenity of neighbouring occupiers and consequently that previous reason for refusal no. 4 has been overcome.

4. Character and amenity of parking and domestic store at rear

The rear parking area would introduce vehicular activity to the rearmost part of the garden area. In relation to no. 1 Village Way, the effect of vehicles' manoeuvring would be mitigated by the separation afforded by the adjacent electricity substation. In relation to no. 7 South Close, which has its own rear access and parking space (adjacent to no. 8 which has a similar feature) only the rearmost part of an extensive, wedge-shaped garden would be significantly affected, and then in the context of the existing noise and disturbance generated by the service road and commercial activity beyond. Accordingly, and noting that these nearby properties have made similar rear parking arrangements as 'permitted development', it is not considered that there would be any unreasonable impact on the amenity of any neighbouring occupiers.

Cont...

It is not considered that the number of additional vehicle onto/off the site in relation to the service road would be such as to pose a threat to the safety of other users of that service road or future occupiers.

In relation to no. 3 Village Way, the effect of noise, disturbance and overlooking (given the slight unfavourable change in site levels) could be mitigated by a scheme for the landscaping and fencing of the buffer between the hardsurfacing and the common boundary. Such a scheme could be reasonably required by condition.

The rear garden building is of a size and siting that would qualify as 'permitted development' within the curtilage of a dwellinghouse. It would be used by future occupiers of the flats as a communal garden and bicycle store. Subject to use as such it is not considered to be detrimental to the amenity of any neighbouring occupiers, or out of character with the nature of similar (usually permitted) developments found in the locality.

5. Relationship with Appeal Decision at 103 Elmsleigh Avenue and 1 Village Way

The appeal decision referred to sought permission for extensions to an inter-war semi-detached dwelling and conversion to three flats. Permission had been refused by the Council on the ground, *inter alia*, that the conversion would result in an over-intensive use of the property, to the detriment of the amenities of neighbouring occupiers and the character of the area. In dismissing the appeal, the Inspector agreed that there would be an over-intensive use of the site, leading to an unacceptable level of activity within the property and some disturbance outside the property – to the detriment of neighbouring occupiers' amenity and the character of the area.

It is considered that the subject proposal differs from that the subject of the appeal in a number of significant and material respects. Firstly, the property benefits from a wedge-shaped site that is larger in area (744m²) and allows for an extension of greater floorspace (111m²) than those of the appeal scheme (344m² and 60m² respectively). Secondly, only two of the flats would be accessed via a communal, internal lobby with one of the ground floor flats benefiting from its own, flank point of access. Thirdly, provision is made for some parking and access at the rear.

The combined effect of these differences would be to dissipate the intensity of occupation as three flats across a site area and extensions that are larger than those of the unsuccessful appeal, and to limit the potential nuisance of both internal and external movements of people within the communal areas of the building and associated with its frontage. In these circumstances it is not considered that there would be any detriment to the amenity of future or neighbouring occupiers, or the character of the locality, as a result of the formation of three flats.

Cont...

Reference has also been made by third parties to an appeal decision at 1 Village Way. Permission had been sought for the change of use of the extended property to a HMO but was refused on the grounds of inadequate parking and overdevelopment as represented in excess noise/disturbance from activity, detrimental to character and amenity. On parking the Inspector concluded, on balance in that case, that there would be likely to increase pressure for off-site parking that would cause environmental, traffic circulation and highway safety problems. Whilst finding no harm to the character of the locality, the Inspector also concluded that noise and disturbance from 8 independently occupied rooms would be detrimental to the living conditions of the adjacent occupiers.

It is considered that the subject proposal materially differs from that of the appeal scheme at no. 1 Village Way in so far as three conventional flats are proposed, with some parking provision, and on a larger, wedge-shaped site. The layout is such that rooms adjacent to the party boundary with no. 7 would predominantly form bedrooms and each flat would comprise a single household.

6. Effect on Protected Tree

The revised scheme shows part of the hardsurfacing around the base of the tree removed and protective fencing to be erected to prevent potential impact from vehicular activity. With these amendments, which can be required to be implemented prior to occupation by a condition, it is considered that the future health and survival of the tree would be reasonably safeguarded. Accordingly, it is considered that reason 5 of the previous refusal notice has been overcome.

7. Disabled Persons' Access

As amended the development would have a level threshold to the ground floor front elevation (with a 1.2m landing) and at the side. The forecourt parking space would be to standard disability width and would be well located for easy access to the dwelling. The side access way is only 0.8m wide – below the minimum 0.9m – but as both ground floor flats also have access at the rear this is not considered on its own to warrant refusal. Details of the gradient/handrails of the side passage have not been provided but can be controlled by condition, as can the final surface material.

The proposal would also include rear landings and steps (designed for ambulant disabled persons' use) down to the rear garden, with space for an electric lift if required. Subject to their provision prior to first occupation these are considered to make acceptable access arrangements at the rear. They would result in landing areas of 1.25m depth raised 0.4m above ground level but, balanced against the disabled access benefit, it is not considered that their effect on the privacy amenity of neighbouring occupiers would be so significant as to warrant refusal of the application.

Door openings to the ground floor units meet the minimum 800mm required (the bathrooms have been increased to 900mm) and the width/layout of the corridors is also improved.

Cont...

In all of these circumstances it is considered that disabled person's access and occupation arrangements could be satisfactorily provided and, therefore, that the previous reason for refusal no. 6 has been overcome.

8. Consultation Responses

- precedent: each application considered on its own merits
- already suffer power cuts: a matter for utilities suppliers
- extensions deviate from Council's own guidelines: extensions do not form part of this proposal
- flats contrary to deeds: not a planning consideration
- likely to be rented – less respect for property and neighbours: behaviour of occupiers beyond planning controls
- noise and fumes from kitchens on front: domestic scale considered acceptable
- financial gain of developer: not a planning consideration
- block emergency and other vehicles: subject to parking provision not considered to be unacceptable
- pollution: domestic scale considered acceptable
- number of occupants unknown: considerations of use intensity based on flat sizes
- detriment to dynamic of neighbourhood: proposal complies with conversion policy
- smallest flat would have the largest garden: noted
- dangerous visibility onto service road at rear: considered acceptable for scale of use proposed
- surface water run-off: domestic scale considered acceptable

All other matters as dealt with in the main report above

CONCLUSION

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

ALTERATIONS TO ROOF, REAR DORMER AND
CONVERSION OF HOUSE TO THREE SELF-CONTAINED
FLATS

DAVID R YEAMAN & ASSOCIATES for NVSM

RECOMMENDATION

Plan Nos: 002B and site/location plan.

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

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 Noise - Insulation of Building(s) - 4

INFORMATIVES

- 1 Standard Informative 20 - Encroachment
- 2 Standard Informative 23 - Considerate Contractor Code of Practice
- 3 Standard Informative 32 - The Party Wall etc. Act 1996
- 4 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

- SD1 Quality of Design
- EP25 Noise
- SH1 Housing Provision and Housing Need
- SH2 Housing Types and Mix
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- D9 Streetside Greenness and Forecourt Greenery
- H9 Conversions of Houses and Other Buildings to Flats
- T13 Parking Standards

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Conversion of Houses and Other Buildings to Flats (H9, EP25, SH1, SH2)
2. Traffic and Highway Safety/Parking (T13)
3. Character of Area (SD1, D4, D5, D9)
4. Alterations to Roof and Rear Dormer (SD1, D4, D5)
5. Consultation Responses

continued/

INFORMATION

Details of this application are reported to Committee at the request of a Nominated Member.

a) Summary

Area of Special Character:

Car Parking	Standard:	4.2 (max)
	Justified:	See Report
	Provided:	0
Number of Units:	3	
Council Interest:	None	

b) Site Description

- mid-terrace dwelling located on northern side of Warrington Road
- forecourt hard surfaced and dropped kerb to the front; on-street parking resident permit controlled
- rear garden to an approximate depth of 14 metres (approximately 90m²)

c) Proposal Details

- the application proposes the conversion of the property into three self-contained units
- all three units would have two bedrooms
- access to the units would be via the existing entrance door, with arrangements to facilitate access to the upper units in the lobby area
- alterations to roof to form rear dormer (to provide accommodation for second floor unit)
- rear dormer would be 700 mm from party boundary and 700mm from roof edge and sited 1000 mm from the eaves measured externally along the roof slope

d) Relevant History

None

e) Applicant's Statement

None

f) Notifications	Sent 9	Replies 1	Expiry 18-OCT-2004
Re-Notification	Sent 3	Replies 0	Expiry 30-NOV-04

Summary of Response: Three unit conversion but only has two parking spaces available, understanding that each unit should have own designated parking area therefore not enough spaces. Warrington Road is already congested and the proposal would aggravate the situation further.

continued/

APPRAISAL

1. Conversion of Houses and other Buildings to Flats

- ***The suitability of the new units created in terms of sizes, circulation and layout***
In terms of floor space, this large period dwelling would convert well and the size of the proposed flats is considered satisfactory. The proposed units all comprise of two bedrooms, with access to all units via the existing front entrance door.

As amended, the vertical arrangement of the flats' rooms within the building avoids conflicting bedroom and living room uses and would therefore help to avoid undue internally generated noise conflict.

- ***The standard of sound insulation measures between units***
The acceptability of the internal layout is acknowledged above and it is considered that the proposed layout would be acceptable in terms of noise reduction. Furthermore, the noise insulation condition attached would further negate potential noise disturbance.
- ***The level of useable amenity space available***
In relation to outdoor amenity space, the property has a rear garden area of approximately 90m² and due to site circumstances, the ground floor flat would have sole access to the rear garden. This is considered to be acceptable as it is in accordance with the advice given in policy H9 that recognises access to rear gardens for flats above ground floor level in conversions involving terraced houses can be a problem. In view of central Government advice in PPG3 and due to the close proximity of Harrow recreation ground the levels of amenity space for all of the proposed flats is considered to be acceptable.
- ***The landscape treatment and the impact of any proposed front garden/forecourt car parking***
The forecourt of the site is already hard surfaced, along with many of the surrounding properties in Warrington Road. It is considered that providing parking in the front is not out of character with the surrounding area. However, the current parking arrangements do not meet the Council's requirements of 4.8m, therefore the vehicles parked on the forecourt currently overhang the pavement. The proposal to convert the property into flats represents an opportunity to reinstate tree and shrub planting within the front garden to enhance the attractiveness of the area and the appearance of the property in the street scene. The submitted plans also indicate details related to storage of refuse/waste, which is considered to be acceptable.

2. Traffic and Highway Safety/ Parking

The existing forecourt is hard surfaced with the provision for two parking spaces. However, in accordance with policies H9 and D9 the plans have been amended to facilitate soft landscaping within the frontage. The recently adopted UDP sets a maximum of 1.4 parking spaces per unit.

continued/

The site, however, is located close to Station Road for local bus services, and within reasonable walking distance to Harrow and Wealdstone and Harrow on the Hill underground stations. The town centre and a local supermarket are similarly conveniently located in relation to the site.

Central government advice directs local planning authorities to adopt standards representing the maximum appropriate level of provision, to be applied flexibly to the circumstances of each individual case. The proposal site is located in a convenient area and in these circumstances a parking reason for refusal would, it is considered, be unreasonable.

3. Character of Area

Given that the proposal complies with the criteria set out in policy H9, it is not considered that any detrimental change to the character of Warrington Road would occur as a result of this proposed conversion. The proposal would retain the appearance of the property as a single dwelling in the street scene, by the retention of a single door to the front elevation. It is recognised that activity associated with the property at the front would be likely to intensify with occupation by three households, it is not considered that the effect of this would be so significant as to harm the character of this part of Warrington Road.

4. Alterations to Roof and Rear Dormer

This element of the proposal involves extending the roof to the rear in the form of a dormer window and facilitating two velux windows on the front roof slope. The dimensions of the proposed dormer comply with the SPG and are considered to be a subordinate feature of the roof slope. There is the retention of a clearly visible section of roof around the sides, including the upper corners, visually containing the dormer within the profile of the roof. The dormer extension is not out of character as a number of surrounding dwellings have rear dormer windows. The proposed velux windows do not project above the angle of the roof slope and are in character with the overall shape of the house, they are therefore considered to be acceptable.

5. Consultation Responses

Parking concerns addressed in report above.

CONCLUSION

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

2-4 BELLFIELD AVENUE, HARROW WEALD

2/11

P/2917/04/CFU/RJS

Ward: HARROW WEALD

CHANGE OF USE: NURSING HOME TO TWO RESIDENTIAL DWELLINGS (CLASS C2 & C3) WITH SINGLE AND TWO STOREY SIDE AND REAR EXTENSION

RUMBALL SEDGWICK SURVEYORS for VICARAGE HOMES LTD

RECOMMENDATION

Plan Nos: OS; 5782/11R1; 12R1; 13; 14; 15; 16; 17

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

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 Completed Development - Buildings

INFORMATIVES

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

- | | |
|-----|--|
| SD1 | Quality of Design |
| D4 | Standard of Design and Layout |
| C2 | Provision of Social and Community Facilities |

MAIN CONSIDERATIONS (2004 UDP)

- 1) Change of Use and Neighbouring Amenity (SD1, D4, C2)
 - 2) Neighbourhood Character and Appearance (SD1)
 - 3) Residential Amenity (D4)
 - 4) Tree Preservation Order
 - 5) Consultation Responses
-

INFORMATION

- a) **Summary**
TPO

continued/

b) Site Description

- the site comprises two adjoining dwellinghouses that were formally detached, however are currently linked with a ground floor single storey extension and upper floor corridor
- the two combined properties were previously utilised for the purposes of a nursing home, however this use appears to have ceased operation from the site in around 2000

c) Proposal Details

- the proposal would involve the change of use of the premises from a nursing home back to two residential dwellings (Class C2 to C3), along with additions to each dwelling
- the principle of the change of use back to residential has already been considered and approved by prior planning application P/2049/04/CFU
- as part of the proposed building works the existing link between the two properties would be demolished
- a double storey rear extension is proposed to be undertaken to the original dwelling at 2 Bellfield Avenue
- a combination of single and double storey additions are proposed to be undertaken to the side and rear elevations of the original dwelling at 4 Bellfield Avenue

d) Relevant History

LBH/30660	Change of use to a Residential Nursing Home	GRANTED 02-OCT-86
LBH/34489	Continued use of a residential nursing home, variation of Condition 8 attached to Planning Permission ref. LBH/30660/E dated 2.10.86 to accommodate 8 patients	GRANTED 17-MAR-88
EAST/996/01/CLP	Certificate of Lawful Proposed Development: Change of use from nursing home to house in multi-occupation	REFUSED 13-NOV-01
EAST/801/02/FUL	Change of use: Nursing home to 5 flats (Class C2 to C3) first floor front and rear extension, parking at front	REFUSED 13-SEP-02

Reasons for refusal:

1. The proposed flat roofed rear extension would be out of character with the original buildings and detract from their appearance resulting in poor form of development detrimental to the character of the area.
2. The proposal would provide for an inadequate level of amenity for the future occupiers of the flats with the likely unacceptable level of noise disturbance due to the internal layout to provide 5 flats and no provision for access to the rear garden from flat no.5.

continued/

Item 2/11 – P/2917/04/CFU continued.....

3. The proposed extensive hard surfaced car parking area in the front garden would be unduly obtrusive and detract from the appearance of the building and the streetscene.”

P/2049/04/CFU Change of Use: Nursing Home to two GRANTED
 residential dwellings (Class C2 to C3) 14-OCT-04

e) Applicant’s Statement

- on behalf of our clients, Vicarage Homes Ltd., we enclose a full planning application for proposals to convert the existing nursing home at the above property back to two detached dwellings
- this work will involve extension and alteration to both dwellings as well as the demolition of the current link between the two original properties

f) Notifications	Sent	Replies	Expiry
	16	1	07-DEC-04

Summary of Response: Rear extension projects too far into the rear garden and is inconsistent with the general site line at the rear of those properties.

APPRAISAL

1) Change of Use and Neighbouring Amenity

It is evident from a search of planning records that after the nursing home ceased operation from the site, that there has been a history of issues and complaints regarding the use of the premises as a building in multiple occupation.

The proposal involves the change of use of the premises from its established use as a Nursing Home (C2) back to two residential dwellings (C3), including additions and alterations to the original dwellings. With respect of the change of use, this as a general principle has already been considered and approved by prior planning application P/2049/04/CFU). As such this change of use back to two residential dwellings was considered to be wholly in keeping with residential character and intensity of residential use within the surrounding locality. Furthermore it was viewed that by converting the former nursing home back to residential purposes it would have the effect of drawing to a close the prior issues and complaints associated with the use of the former nursing home as a building in multiple occupation.

2) Neighbourhood Character and Appearance

The proposed demolition of the existing link between the two buildings, along with the subsequent additions proposed to both dwellings are considered to be in keeping with the scale of the existing buildings and likewise in line with the general character and appearance of the neighbourhood.

continued/

3) Residential Amenity

It is considered that the proposed extensions to both dwelling would not cause any direct detrimental impacts over any adjoining property. The additions of both dwellings generally meet the relevant tests of Harrow's Supplementary Planning Guidance for siting and general interface with adjoining properties. Although the proposed addition to the rear elevation of 2 Bellfield Avenue is two storey in scale, it is limited in depth to 3.3m, with the new roofline following the pitch of the main dwelling. Furthermore the additions would create a hipped roof to the rear section of building that currently accommodates a bland flat roof. As no upper floor flank windows are proposed and by virtue of the adjacent garages boundary screening trees and it being sited 30m away from the dwellings fronting Uxbridge Road, there is no concern of it causing a detrimental impact over the amenity of these adjoining properties. It is noted that the garage/side extension of 4 Bellfield Avenue is sited on the boundary, with a wall height of 3.4m. This is proposed to allow a pitched roof to the garage's façade, without resulting in a false pitch. This design solution is considered reasonable as the dwelling at 2 Bellfield Avenue is sited 1.2m off the boundary and accommodates only a secondary window to a dining room, access door and wc window within the ground floor flank elevation. With regard to the interface between the proposed additions at 4 Bellfield Avenue and the adjoining building at 6 Bellfield Road, the proposal encompasses side extensions at both ground and upper floor. Of the windows in the side elevation of this neighbouring property, it is noted that the two ground floor windows and two upper floor windows (one being a highlight window with glass bricks) are not deemed 'protected' windows. On this basis the proposed side additions do not breach tests of overshadowing and light access. Although the side additions would result in an expanse of wall in close proximity to the boundary, it is however noted that the modifications would involve the removal of a large and prominent side gable that faces neighbouring property. The gable end would be removed and along with the side additions would be replaced with a hipped roof to match the pitch of the existing dwelling. This design solution is considered to be more in keeping with the character of the dwelling.

4) Tree Preservation Order

Although the proposal would involve the removal of a cypress tree on the property at 4 Bellfield Avenue, this tree is not covered by a TPO. Furthermore no trees covered by the TPO would be impacted upon by the proposed development.

5) Consultation Responses

Addressed in report.

CONCLUSION

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

5 HILLTOP WAY, STANMORE

2/12

P/2600/04/CCO/RJS

Ward: STANMORE PARK

RETENTION OF SINGLE STOREY SIDE TO
REAR EXTENSION AND FRONT PORCH

NICHOLAS J JOYCE for MR W PIKE

RECOMMENDATION

Plan Nos: Location Plan, NJJ/03/825/10b; 10c; 11a

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

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 The proposed modifications to the existing front porch, as detailed on approved plans NJJ/03/825/10c and NJJ/03/825/11a, must be undertaken and fully completed within 3 months of the date of this Decision Notice.

INFORMATIVE:

- 1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

- | | |
|------|---|
| SEP5 | Structural Features |
| SEP6 | Areas of Special Character, Green Belt and Metropolitan Open Land |
| SD1 | Quality of Design |
| EP33 | Development in the Green Belt |
| EP34 | Extension to Buildings in the Green Belt |
| D4 | Standard of Design and Layout |

2. Should this planning application be granted and Condition 3 not be complied with, subject to his being satisfied as to the evidence, the Head of Legal Services be authorised to:

- a) issue an Enforcement Notice Pursuant to Section 172 of the Town & Country Planning Act 1990 requiring:
 - b) (i) the demolition of the entire section of front porch that extends across the façade of the single storey side extension
 - b) (ii) permanently remove its constituent elements from the land.

b) (i) & (ii) should be complied with within a period of one month from the date on which the notice takes effect.

continued/

d) Relevant History

P/737/03/DFU Part single, part two storey side to rear extension **REFUSED**
and front porch 12-JAN-04

Reason for refusal:

“The proposed side extension, by reason of its design would be unduly obtrusive in the streetscene and would be detrimental to the character of the area, contrary to policies of the Harrow Unitary Development Plan and the provisions of the Harrow’s Supplementary Planning Guidance.”

e) Notifications Sent Replies Expiry
11 1 22-OCT-04

Summary of Response: The development carried out has been done so without planning and building control approvals and in spite of notification that to do this would be under risk they have completed Phase 1 of their proposals. This is wrong. My comments are well monitored in my letters to Council over the past months.

APPRAISAL

1) Green Belt and Area of Special Character

Although the site is located within the Green Belt it is highlighted that Hilltop Way does not have the typical appearance of Green Belt land due to its suburban character of two storey detached and semi-detached dwellings. With respect to the extension of dwellinghouses, Green Belt policies aim to restrict the increase in size of dwellings within the Metropolitan Green Belt, in order to safeguard its openness. However, as highlighted above, the locality is not typical of Green Belt Land. As the application has encompassed the replacement of the garage, the proposal has not reduced the openness of the Green Belt. The percentage increase for footprint, floor area and volume are as follows:

	<u>Original</u>	<u>Proposed</u>	% increase over original
Footprint (m ²)	68	93	36%
Floor Area (m ²)	111	148	33%
Volume (m ³)	429	565	31%

continued/

2) Neighbourhood Character and Appearance

The current proposal represents a similar proposal to that which was previously refused, however the main amendment has been the modification from a two storey side extension to a single storey side extension. In general terms the flat roofed single storey side extension is similar in form to the garage that it replaced and is therefore considered to be an acceptable form of development. However this judgement is independent of the consideration of the front porch that has also been constructed. The front porch is sited partially across the dwelling's two storey front façade, and extends across extensions parapet in the form of a false pitch. Specifically it is highlighted that false pitched roofs are contrary to Extensions: A Householders Guide, Supplementary Planning Guidance (SPG) which states at paragraph 2.8: "However, false pitched roofs and prominent parapets should be avoided and are unacceptable where they would be intrusive in the street scene or on corner sites."

The existing front porch has a depth of 1.56m, height of 1.4m, width of 6.0m and is supported by three large brick columns. With such dimensions it forms a large and prominent feature to the front of the building. Clearly this front porch represents an intrusive element within the streetscene and is therefore contrary to Supplementary Planning Guidance. In response to the above concerns, the front porch is proposed to be amended. The revised plans detail the removal of the false pitch that currently spans across the façade of the single storey side extension. Essentially the porch would be brought back to align with the corner of the front façade/upper floor wall. This revision is considered to overcome the objections raised against the front porch.

3) Residential Amenity

The single storey side extension as constructed abuts the boundary wall of the adjoining property. The proposed boundary wall is deemed to be an acceptable design solution that has limited off-site impacts. Accordingly no specific objections are raised to this development with respect of detrimental impacts being caused for amenity of adjoining residential property.

4) Consultation Responses

Apart from the points raised above, the following is raised with respect to the remaining issues of the consultation responses:

Although the extensions were constructed without the relevant planning approvals having first been issued, the applicant is being considered on its individual merits.

CONCLUSION

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

CORNERWAYS, 14 ORLEY FARM ROAD, HARROW

2/13

P/1484/04/CFU/JH

Ward: HARROW ON THE HILL

PROVISION OF REPLACEMENT 1.21M HIGH
FENCING ABOVE BOUNDARY WALL ON ORLEY
FARM ROAD FRONTAGE AND GATES

MRS NEENA CRINNION

RECOMMENDATION

Plan Nos: Site Plan; unnumbered plan received 27-JUL-04

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

- 1 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:
(c) the boundary treatment (to include timber posts and dark brown stain)
The development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 2 The development hereby permitted shall not commence until details of the gates, including design and materials have been submitted to and approved in writing by, the Local Planning Authority.
REASON: To safeguard the appearance of the locality.

INFORMATIVES:

- 1 Standard Informative 23 – Considerate Contractor Code of Practice

- 2 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

SD1 Quality of Design

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

EP31 Areas of Special Character

D4 Standard of Design and Layout

D14 Conservation Areas

D15 Extensions and Alterations in Conservation Areas

- 3 This consent does not remove the need to seek permission from the Council to undertake any tree work. Such permission would be required separately.
-

continued/

MAIN CONSIDERATIONS AND POLICIES (1994 UDP) (2002 REVISED DEPOSIT DRAFT UDP) (2004 UDP)

- 1) Appearance or Character of Conservation Area (SD1, SD2, EP31, D4, D14, D15)
 - 2) Consultation Responses
-

INFORMATION

a) Summary

Area of Special Character

Conservation Area: South Hill Avenue

Council Interest: None

b) Site Description

- two storey detached dwelling situated on a corner plot at the junction of Orley Farm Road and Hill Close
- site situated in the South Hill Avenue Conservation Area and Area of Special Character
- the site is subject to an Article 4 Direction removing permitted development rights in relation to fences and gates
- area characterised by large detached dwellings set in generous plots
- existing boundary treatment on the southern boundary is dilapidated paling with extensive planting behind
- the eastern boundary treatment consists of broken boarded panels
- a public footway lies adjacent to the eastern boundary of the property
- existing wooden gates to south west corner and west boundary in state of disrepair requiring replacement

c) Proposal Details

- replacement timber gates
- replace existing fence with 1.21m high feather board fencing to the south and east boundaries

d) Relevant History

None

e) Consultations

CAAC: No objections, provided the materials are like for like. Request timber posts rather than concrete ones.

Advertisement	Character of Conservation Area	Expiry 26-SEP-04
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Notifications	Sent	Replies	Expiry
	5	1	27-SEP-04

Summary of Response: Harrow Hill Trust: Entry to the South Hill Conservation Area at this point, as far as possible the existing screen of trees alongside Orley Farm Road should be maintained and cut back as little as possible so that the 'garden suburb' nature of the area at this entry point is maintained.

continued/

APPRAISAL

1) Appearance or Character of Conservation Area

The proposed fencing and gates would be visible in the streetscene. Conditions are therefore recommended relating to the approval of suitable materials, colour and gate design. It is also acknowledged that the trees and vegetation situated on the property boundaries provide a valuable setting for the dwelling, which is characteristic of the area. An informative drawing the applicants attention to any tree works arising from the proposal is added to this effect.

The existing fences and gates on the site are in a state of disrepair and the proposals would improve the appearance and security of the property, particularly given the location of a public footway adjacent to the eastern boundary.

In these circumstances it is considered that the proposals would preserve the character and appearance of the site and this part of the South Hill Avenue Conservation Area.

2) Consultation Responses

Addressed in report.

CONCLUSION

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

62 CANONS DRIVE, EDGWARE

2/14

P/2440/04/DFU/AMH

Ward: CANONS

REPLACEMENT 2 STOREY HOUSE
WITH ACCOMMODATION IN ROOF

THE R M PARTNERSHIP for RELICPRIDE BUILDING LTD

RECOMMENDATION

Plan Nos: 24910/2A, 3A, 4A

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (b) the ground surfacing
 - (c) the boundary treatmentThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 3 Landscaping to be Approved
- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no window(s)/door(s), other than those shown on the approved plan nos.24910/3A, 24910/4A shall be installed in the flank wall(s) of the development hereby permitted without the prior permission in writing of the local planning authority.
REASON: To safeguard the amenity of neighbouring residents.
- 5 The window(s) in the east and north-east conservatory wall(s) of the proposed development shall:
 - (a) be of purpose-made obscure glass,
 - (b) be permanently fixed closed below a height of 1.8m above finished floor level, and shall thereafter be retained in that form.REASON: To safeguard the amenity of neighbouring residents.
- 6 Landscaping - Existing Trees to be Retained
- 7 Trees - Underground Works to be Approved

continued/

Item 2/14 - P/2440/04/DFU continued.....

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

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

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

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

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

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

9 Notwithstanding the note on the approved plans, the windows shall not be 'woodgrain UPVC', the development hereby approved shall not commence until revised details of the proposed windows have been submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard the appearance of the locality.

INFORMATIVES:

1 Standard Informative 20 - Encroachment

2 Standard Informative 23 – Considerate Contractor Code of Practice

3 Standard Informative 32 – The Party Wall etc. Act 1996

4 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D14 Conservation Areas

D15 Extensions and Alterations in Conservation Areas

D16 Conservation Area Priority

SD1 Quality of Design

T13 Parking Standards

MAIN CONSIDERATIONS (2004 UDP)

- 1) Neighbouring Amenity
 - 2) Appearance on Conservation Area
 - 3) Parking Provision
 - 4) Trees
 - 5) Consultation Responses
-

continued/

INFORMATION

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

a) Summary

Conservation Area:	Canons Park Estate		
TPO			
Car Parking	Standard:	2	
	Justified:	3	
	Provided:	3	
No. of Residential Units:	1		
Habitable Rooms:	11		

b) Site Description

- site to northern side of Canons Drive, occupied by detached dilapidated bungalow, with a footprint of c190m²
- Canons Park Estate Conservation Area
- main section of bungalow sited centrally in width of plot, with car port and single storey element abutting the boundaries to the east and west respectively
- adjacent dwelling to east (60) is substantial mock-Tudor design, detached from application property by c2.5m
- adjacent dwelling to west (64) is more modern design with yellow bricks and a green roof, detached from application property by c2.4m
- site with TPO, avenue of trees along Canons Drive, substantial Oak halfway down rear garden
- no other bungalows in immediate locality

c) Proposal Details

- demolition of existing bungalow (see separate Conservation Area Consent application)
- 2 storey mock-Tudor style dwelling with dormer windows to the front and rear providing accommodation in roof
- dwelling would have a footprint of c236m²
- staggered rear building line
- first floor element adjacent to no.60, terminates c1m beyond first floor wall of adjacent no.60
- single storey conservatory to rear, adjacent to no.60, sited 2.5m away from flank wall of no.60, to project 3.5m beyond main rear wall
- first floor element adjacent to no.64, terminates c2.3m beyond first floor wall of adjacent no.64
- single storey element adjacent to 64 terminates level with existing single storey section to no.64

d) Relevant History

None

continued/

e) Consultations

CAAC: No objection to the replacement dwelling. However, need to ensure that the materials are appropriate for the Conservation Area. In particular, the windows and the rear conservatory should be timber, rather than UPVC, as they will be highly visible features from both the main road at the front and the lake at the rear

Advertisement	Character of Conservation Area	Expiry 14-OCT-04
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Notifications	Sent 5	Replies 1	Expiry 04-OCT-04
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Summary of Response: 480sq.m. new building, property frontage of 15m, smaller frontage than that of 60 and 66, house too massive, appears roof will be higher than that at 64

APPRAISAL

1) Neighbouring Amenity

The first floor element of the proposed development complies with the relevant Supplementary Planning Guidance for siting of new development in relation to existing buildings. There are no protected windows on the facing flank wall of either of the adjacent buildings, and the proposal would not impact on protected windows to the front or rear of these buildings.

The east and north-east (chamfer) elevations of the proposed conservatory would face the boundary adjacent to no.60, at a distance of 1.8m. Subject to conditions requiring obscure glazing, and the approval of suitable boundary treatment, it is not considered that this would present a significant or unreasonable overlooking opportunity.

It is not considered that the proposal would present an unreasonable level of overlooking or loss of privacy for the adjacent occupiers.

It is not considered that the proposal would lead to any unreasonable overshadowing or loss of residential amenity for the neighbouring occupiers.

2) Appearance in Conservation Area

The bungalow that would be replaced, while it is not obtrusive in the Conservation Area, is out of character and does not contribute positively to the overall aesthetic quality of the area. The proposed dwelling is a substantial detached building set within a generous plot of land. It is considered that the imposing mock-Tudor design would reflect the design of the adjacent dwelling to the east, and others in the immediate locality.

continued/

It is noted that the house would be considerably larger than the existing building and would reduce the space about the building. However, it is considered that sufficient gaps would be maintained between properties on both sides, to reflect the existing pattern of development in the locality.

The proposed "woodgrain" style UPVC windows would be an inappropriate material for the Conservation Area. A condition requiring the approval and utilisation of a more appropriate style of window is recommended.

Given the sensitive siting of the application site within the Conservation Area, it is further considered that samples of external materials should be submitted and approved prior to the construction of the dwelling. A condition is suggested for this purpose.

3) Parking Provision

The proposal makes provision for one car parking space within an integral garage, and further 2 spaces on the paved forecourt. Parking provision would be sufficient and would be consistent with that afforded to other dwellings in the locality.

4) Trees

Trees covered by the TPO, lie outside of the application site, forming an avenue along the highway. One substantial tree is sited to the rear of the dwelling, this is not explicitly covered by the TPO, but its siting in the Conservation Area affords it similar protection. As the proposed replacement dwelling would occupy a footprint only slightly larger than that of the existing bungalow it is not considered that any of the trees would be directly affected by the replacement building.

Notwithstanding, it is suggested conditions be attached to any permission to ensure the retention of these trees.

5) Consultation Responses

Addressed in above report.

CONCLUSION

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

CONSERVATION AREA CONSENT:
DEMOLITION OF BUNGALOW

THE R M PARTNERSHIP for RELICPRIDE BUILDING CO LTD

RECOMMENDATION

Plan Nos: 24910/2A, 3A, 4A

GRANT Conservation Area Consent in accordance with the works described in the application and submitted plans, subject to the following condition(s):

- 1 Time Limit - Listed Bldg./Cons. Area Consent
- 2 Demolition in Connection with Development

INFORMATIVES:

- 1 Standard Informative 20 - Encroachment
- 2 Standard Informative 23 – Considerate Contractor Code of Practice
- 3 Standard Informative 32 – The Party Wall etc. Act 1996
- 4 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

- | | |
|-----|---|
| SD1 | Quality of Design |
| D4 | Standard of Design and Layout |
| D5 | New Residential Development - Amenity Space and Privacy |
| D14 | Conservation Areas |
| D15 | Extensions and Alterations in Conservation Areas |
| D16 | Conservation Area Priority |
| T13 | Parking Standards |
-

MAIN CONSIDERATIONS (2004 UDP)

- 1) Impact on Appearance of Conservation Area
 - 2) Consultation Responses
-

INFORMATION

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

a) Summary

Conservation Area: Canons Park Estate
TPO
Council Interest: None

continued/

b) Site Description

- site to northern side of Canons Drive, occupied by detached dilapidated bungalow, with a footprint of c190m²
- Canons Park Estate Conservation Area
- Main section of bungalow sited centrally in width of plot, with car port and single storey element abutting the boundaries to the east and west respectively
- adjacent dwelling to east (60) is substantial mock-Tudor design, detached from application property by c.25m
- adjacent dwelling to west (64) is more modern design with yellow bricks and a green roof, detached from application property by c2.4m
- site with TPO, avenue of trees along Canons Drive, substantial Oak, halfway down rear garden
- no other bungalows in immediate locality

c) Proposal Details

- demolition of bungalow

d) Relevant History

None

e) Consultations

CAAC: No objection to the demolition of existing bungalow
EH: Awaited

Advertisement	Demolition in Conservation Area	Expiry 14-OCT-04
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Notifications	Sent 5	Replies 0	Expiry 04-OCT-04
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APPRAISAL

1) Impact on Appearance of Conservation Area

The bungalow to be demolished, while it is not obtrusive in the Conservation Area, is out of character and does not contribute positively to the overall aesthetic quality of the area. The bungalow is of a 1950s design and is of little merit to the character and appearance of the Conservation Area due to its design, size, materials and present dilapidated state. No objections are raised to its proposed demolition.

2) Consultation Responses

None

CONCLUSION

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

NORPAP HOUSE, 35 PINNER ROAD, HARROW

2/16

P/2807/04/CFU/RJS

Ward: HEADSTONE SOUTH

CHANGE OF USE: DUAL/ALTERNATIVE CLASS
B1 (OFFICES) OR CLASS D1 (MEDICAL
SERVICES)

ROLFE JUDD PLANNING for NHS TRUST

RECOMMENDATION

Plan Nos: Site Location Plan P2580; Proposed Use Ground Floor; Proposed Use 1st Floor;

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

- 1 Time Limit - Full Permission
- 2 The use hereby permitted shall not commence until the car parking spaces shown on the approved plans are permanently marked out and used for no other purpose at any time, without the written permission of the Local Planning Authority.
REASON: To ensure the satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety.
- 3 The use hereby permitted shall not open to patients outside the following times:-
 - a) Monday - Saturday 8:00am to 8:00pm
 - b) not after 9:30pm on any two nights between Monday - FridayREASON: To safeguard the amenity of neighbouring residents.
- 4 The premises shall be used as drug and alcohol counselling and treatment centre and for no other purpose in Class D1 of the schedule to the Town & Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).
REASON: a) To safeguard the amenity of neighbouring residents and the character of the locality and b) to permit reconsideration in the light of the circumstances then prevailing and to safeguard the amenities of adjoining properties.
- 5 Disabled Access - Use

INFORMATIVES:

- 1 Standard Informative 27 – Access for All

INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

- | | |
|-----|---------------------------------------|
| C8 | Health Care and Social Services |
| C16 | Access to Buildings and Public Spaces |
| T13 | Parking Standards |

continued/

MAIN CONSIDERATIONS (2004 UDP)

- 1) Change of Use (C8)
 - 2) Parking (T13)
 - 3) Accessibility (C20)
 - 4) Consultation Responses
-

INFORMATION

a) Summary

Floorspace: 600m²
Council Interest: None

b) Site Description

- a two storey commercial building located on the southern side of Pinner Road
- building is set back 20m from the roadway with the forecourt sealed with tarmac surface
- the lawful existing use is B1
- located adjacent to the east is a complex of vacant commercial buildings, however it is noted that a three storey residential apartment block was recently approved for this site
- located adjacent to the west is Belmont Hall
- located adjacent to the south is a warehouse complex
- located opposite to the north are residential dwellings and a residential care home
- located further afield to the east is the NHS Primary Care Trust Office, Harrow Hotel and a commercial timber yard
- parking restrictions exist along Pinner Road, excluding parking between 8:00am to 6.30pm Monday to Saturday

c) Proposal Details

- change of use of the premises from Class B1 (offices) to a dual/alternative Class B1 (offices) or Class D1 (medical services)
- applicant proposes to use the building specifically for Class D1 (medical services), however to retain a dual class B1 use (offices) to retain flexibility by enable the use to revert back to the currently lawful Class B1 use if they were to vacate at a later date

d) Relevant History

None

e) Applicant's Statement

The Central and North West London Mental Health Trust provide a range of mental health services on more than 75 sites across central and north west London. The trust are the freehold owner of 44 Bessborough Road which is currently the base for the Harrow Community Drug and Alcohol Service, which is jointly commissioned and funded by the London Borough of Harrow's Drug Action Team and Harrow PCT, to provide a comprehensive range of services to those experiencing adverse physical, psychological and social consequences of substance mis-use. The Trust works alongside the local authority's crime reduction/community service unit as part of the Crime and Disorder Reduction Partnership, which aims to reduce drug and alcohol related crime and violence on the streets of Harrow.

continued/

The proposal seeks a dual Class B1 (offices) and/or Class D1 (medical services) use for the property at 35 Pinner Road, to allow the Trust to relocate the services from Bessborough Road. Permitting a “Dual/Alternative” use would enable the use of the property to revert back to a lawful B1 use during a ten-year period as permitted development in accordance with Class E, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995. The advantage of this being that should the Trust vacate the building it would allow the property to return to a Class B1 (offices) use, allowing the Trust and its landlord to obtain best value for the site. No external changes are proposed and the enclosed drawings show typical floor layouts, though these may be subject to operational changes.

The Trust proposes to use the building for medical services falling within Class D1 of the Town and Country Planning (Use Classes) Order 1987, and would be happy to accept a condition to any planning permission to restrict the Class D1 use to medical services only. The accommodation would predominantly be used as offices for staff and associated facilities, with a small number of group rooms and consulting rooms for counselling, and a treatment room to undertake medical examinations. As outlined above the Trust undertakes an extensive number of services at Bessborough Road and it is proposed that these services would be continued at Pinner Road, though enable a greater number of staff. The Trust currently has 18 staff (though two positions are currently vacant) and propose to increase this to 26.

The site is located adjacent to the town centre and is within easy walking distance to Harrow bus station and Harrow on the Hill underground and train station, situation approximately 500m away. Frequent buses (sic) services also run along Pinner Road. A highly accessible location is a fundamental requirement for the Trust whose clients are residents of the Borough and easy access to the centre is therefore essential.

The proposed use of the accommodation would largely be as staff offices and for administration of the Trust’s services, with a smaller amount of the accommodation used for counselling (both group and individual) and medical examinations. The existing service at Bessborough Road is open to clients between 9am and 5pm Monday to Friday (with restrictions for lunch and staff meetings) and from 9am to 8.30pm on Thursdays. It is proposed to retain these hours of opening should the service relocate to 35 Pinner Road.

continued/

f)	Notifications	Sent 34	Replies 1	Expiry 22-NOV-04
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Summary of Response: The building is set back from the main road and vehicular access to the premises from the highway (Pinner Road) is by mounting a raised kerb and effectively pedestrians do not seem to be separated from vehicles by kerb or an markings where cars can safely access the property; the planning application states that it will not affect highways, however access needs to be addressed as currently it is unsafe; due to bend in road vehicles leaving the site risk collision; patients of the service need protection from traffic as they are taking opioid substitutes such as methadone their judgement may be impaired and therefore a pedestrian crossing may be the only safe way to ensure they have access to 35 Pinner Road, the nearest refuge is in front of the Harrow Hotel (to the east); the application states there is parking for four cars to the front of the property however currently cars park 3 deep and overhang the pavement; would like reassurance that employees will not be able to bring more than 4 cars onto the parking area

APPRAISAL

1) Change of Use

Policy C8 of the adopted 2004 UDP states:-

“The Council will seek to ensure that there are sufficient appropriate social care and health care facilities to cater for the needs of the community. The provision of new or extension to existing facility will normally be permitted provided that:-

- A) the proposed development is located in a way that would not result in any significant adverse impact on the amenity of neighbouring residents;
- B) the premises are well serviced by public transport and accessible by a range of transport options to the catchment population they serve;
- C) there would be no loss of a satisfactory residential unit unless there is an overwhelming need for such a development; and
- D) the proposal provides the levels of car parking appropriate to the use of the building and would not have an adverse effect on highway safety.”

In assessing the proposed change of use against the above quoted policy, it is highlighted that the site is located in an area of mixed commercial and residential uses. Subject to operational conditions it is considered that the proposed use would not result in any significant adverse impact on the amenity of neighbouring residents, therefore Criterion A would be satisfied. Criterion B is likewise clearly satisfied given the sites close proximity to Harrow on the Hill transport interchange and the bus services that run along Pinner Road. As the proposed use would not result in the loss of a residential unit, Criterion C is not applicable. With respect of Criterion D this is considered to be satisfied and is discussed below.

continued/

2) Parking

As already stated the site is located in close proximity to Harrow on the Hill transport interchange and is serviced by bus routes along Pinner Road. As parking restrictions exist along Pinner Road, this would result in the discouragement of staff and patients driving to the premises. Nevertheless the four allocated spaces to the front of the site are considered appropriate to accommodate a limited amount of on site parking for staff, whilst providing a dedicated disabled parking bay. A condition of approval would require the parking spaces to be permanently marked out, thus avoiding cars being parked three deep and overhanging the pavement. All of these factors favour that the proposed application from a traffic management perspective, therefore the change of use is considered acceptable on traffic grounds.

3) Accessibility

The current application does not encompass any modifications to the façade of the building, whereby the existing access arrangements are to remain unaltered. However the agent will be advised of the obligations contained within the forthcoming Disability Discrimination Act, 1985, Part III (Goods, Facilities, Services and Premises) due to be implemented on 1st October 2004.

4) Consultation Responses

Addressed above.

CONCLUSION

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

RAEBARN HOUSE, 100 NORTHOLT ROAD, SOUTH HARROW

2/17

P/2925/04/CFU/RJS

Ward: ROXBOURNE

CHANGE OF USE: OFFICES TO HEALTHCARE AND SUPPORT SERVICE (CLASS B1 & D1) FOR 3-YEAR PERIOD ON SECOND FLOOR (EAST)

NORTH WEST LONDON HOSPITALS

RECOMMENDATION

Plan Nos: A348-01, 02, 03 SK1

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

- 1 The use hereby permitted shall cease at the expiration of three (3) years from the date of this decision notice and revert to offices (Class B1), without the written permission of the Local Planning Authority.
REASON: To reflect the particular circumstances of the application.
- 2 The premises shall be used as a healthcare and support services centre and for no other purpose in Class D1 of the schedule to the Town & Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).
REASON: To reflect the particular circumstances of the application.
- 3 The use hereby permitted shall not commence until there has been submitted to, and approved by, the Local Planning Authority, a site layout plan nominating the location of the 12 on site car parking spaces in connection with the use hereby permitted. The car parking spaces shall be used for no other purpose, at any time, without the written permission of the Local Planning Authority.
REASON: To ensure the satisfactory provision of parking areas in the interests of highway safety.

INFORMATIVES:

1 Standard Informative 27 – Access for All

2 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

C8 Health Care and Social Services

C16 Access to Buildings and Public Spaces

T13 Parking Standards

MAIN CONSIDERATIONS (2004 UDP)

- 1) Change of Use (C8)
- 2) Parking (T13)
- 3) Accessibility (C20)
- 4) Consultation Responses

continued/

INFORMATION

a) Summary

None

b) Site Description

- a 7 storey commercial office building located on the north western side of Northolt Road
- the building accommodates a 'T' shaped footprint
- on site parking is located to the front and rear of the building, details of the application nominate that there is in excess of 120 car parking spaces on site
- existing use is for offices (B1)
- located adjacent to the north are attached residential dwellings
- located adjacent to the north east is a single storey building and beyond this is a multi storey residential apartment complex currently under development
- opposite to the east/south east/south are residential flats
- adjacent to the south west is the Waitrose Petrol Filling Station
- adjacent to the west is the car park of Waitrose superstore
- parking restrictions exist along Northolt Road, excluding parking between either 7:00am to 7:00pm Monday to Saturday or 8:00am to 6:30pm Monday to Saturday

c) Proposal Details

- change of use of second floor eastern wing of the building from existing Class B1 (offices) to Healthcare and Support Services (Class D1 for a 3 year period)
- use would then revert back to offices (Class B2 use at the end of the term)
- details of the application nominate that a minimum of 14 on site spaces are to be allocated to the proposed use

d) Relevant History

None

e) Applicant's Statement

Temporary change of use (maximum period of 3 years) from offices (Class B1) to Healthcare and Support Services (Class D1) for 2nd floor (east) only to comprise of community based consultation family support services/office administration for community health professionals. To revert back to offices (Class B1) use at the end of the term.

There are in excess of 120 car parking spaces provided within the site boundary of which a minimum of 14 will be allocated to the applicant. Smaller general deliveries will be via the front of the premises as existing. There is also an existing goods delivery/loading and unloading provision to the rear.

continued/

Item 2/17 – P/2925/04/CFU continued.....

Estimated daily client visitors (30 family units). There are excellent public transport links serving this area and for those travelling by car, visitor including disabled parking is provided to the front of the premises again within the confines of the site.

f)	Notifications	Sent 19	Replies 0	Expiry 06-DEC-04
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APPRAISAL

1) Change of Use

Policy C8 of the adopted 2004 UDP states:-

“The Council will seek to ensure that there are sufficient appropriate social care and health care facilities to cater for the needs of the community. The provision of new or extension to existing facility will normally be permitted provided that:-

- A) the proposed development is located in a way that would not result in any significant adverse impact on the amenity of neighbouring residents;
- B) the premises are well serviced by public transport and accessible by a range of transport options to the catchment population they serve;
- C) there would be no loss of a satisfactory residential unit unless there is an overwhelming need for such a development; and
- D) the proposal provides the levels of car parking appropriate to the use of the building and would not have an adverse effect on highway safety.”

In assessing the proposed change of use against the above quoted policy, it is highlighted that the site is located in an area of mixed commercial and residential uses. Subject to operational conditions it is considered that the proposed use would not result in any significant adverse impact on the amenity of neighbouring residents, therefore Criterion A would be satisfied. Criterion B is likewise clearly satisfied given the sites proximity to Harrow on the Hill transport interchange and the bus services that run along Northolt Road. As the proposed use would not result in the loss of a residential unit, Criterion C is not applicable. With respect of Criterion D this is considered to be satisfied and is discussed below.

2) Parking

As already stated the site is located in close proximity to Harrow on the Hill transport interchange and is serviced by bus routes along Northolt Road. As parking restrictions exist along Northolt Road, this would result in the discouragement of staff and patients driving to the premises. Nevertheless the allocated 12 on site spaces to the rear of the site and visitor parking (including disabled parking) provided to the front of the premises are considered appropriate to accommodate a limited amount of on site parking for staff and clientele. A condition of approval would require the location of parking spaces to be accurately nominated and to not be used for any other purpose without the written consent of the local planning authority. These factors favour that the proposed application from a traffic management perspective, therefore the change of use is considered acceptable on traffic grounds.

continued/

3) Accessibility

The current application does not encompass any modifications to the façade of the building, whereby the existing access arrangements are to remain unaltered. However the agent will be advised of the obligations contained within the forthcoming .Disability Discrimination Act, 1985, Part III (Goods, Facilities, Services and Premises), due to be implemented on 1st October 2004.

4) Consultation Responses

None

CONCLUSION

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

VARIATION OF CONDITION 4 OF P/P P/971/03/CFU
DATED 01-08-03 TO PERMIT USE OF PREMISES FROM
07.00 - 20.00 HRS (MON-SAT) & 09.00 - 18.00 HRS
(SUNDAYS & BANK HOLIDAYS)

D SIMMONDS, RPLS PLC for SHURGARD UK PROPERTIES

RECOMMENDATION

Plan Nos: JLF0524/1

GRANT variation(s) in accordance with the development described in the application and submitted plans as follows:-

- 1 Time Limit - Full Permission
- 2 The additional hours and days of operation hereby permitted shall be discontinued within 3 years of the date of this permission.
REASON: To safeguard the amenity of neighbouring residents and to permit reconsideration in the light of circumstances then prevailing.
- 3 The premises shall only be used for self-storage purposes and for no other purpose within Class B8 of the Town and Country Planning (Use Classes) Order 1987.
REASON:

INFORMATIVE:

- 1 **INFORMATIVE:**
SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:
The decision to grant permission has been taken having regard to the policies and proposals in the 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:
2004 Harrow Unitary Development Plan:
SD1 Quality of Design
EM14 Land and Buildings in Business, Industrial and Warehousing Use - Designated Areas
EM22 Environmental Impact of New Business Development
T13 Parking Standards

MAIN CONSIDERATIONS (2004 UDP)

- 1) Employment Policy (EM14)
 - 2) Neighbouring Amenity (EM14, EM22)
 - 3) Parking and Highway Considerations (T13)
 - 4) Consultation Responses
-

continued/

INFORMATION

a) Summary

Site Area:	0.425ha.
Floorspace:	5978m ²
Council Interest:	None

b) Site Description

- western side of Headstone Lane on the Chantry Place Industrial Estate
- the site is occupied by a large warehouse/industrial building with B2 and B8 use
- vehicle access is from Chantry Place
- residential properties are located opposite the site to the north
- a large forecourt area for parking and manoeuvring is situated to the front (north) of the site

c) Proposal Details

- the application proposes to vary the hours and days of operation that apply to the site as a result of a condition in a previous planning permission
- condition 4 of planning permission P/971/03/CFU (approved 01-AUG-03) requires:

“The premises shall not be used except between 07.30 hours and 18.00 hours Monday to Saturday inclusive and at no times on Sundays and Bank Holidays without the prior permission of the Local Planning Authority.

REASON: To safeguard the amenity of neighbouring residents.”

The application proposes to vary the condition to permit the use of the property from 07.00 – 20.00 hours (Monday – Saturday) and 07.00 – 18.00 hours (Sundays and Bank Holidays)

d) Relevant History

EAST/7/93/FUL	Change of use: southern unit-B1 to B2 or B8; northern unit-B1to B2,or B8, or trade sales of builders merchants - sui generis	GRANTED 16-APR-93
EAST/158/93/VAR	Variation of condition 2 of planning permission EAST/7/93/FUL to allow bank holiday opening of builders merchants	REFUSED 21-JUN-93 APPEAL ALLOWED 14-JAN-94
P/971/03/CFU	Unrestricted use of premises for B2 (general industrial) or B8 (storage and distribution) purposes	GRANTED 01-AUG-03

continued/

e) Applicant's Statement

A lengthy statement was received together with an acoustic report and traffic assessment from consultants, which are summarised as follows:

- Recognise that Condition 4 of the August 2003 consent was imposed to safeguard the amenity of neighbour residents. However, Shurgard (self-storage) operation is different to a typical warehouse use and generates few traffic movements and little noise
- Traffic assessment concludes that traffic flows from the premises will be insignificant. Self-storage could be expected to attract only 3 trips in both the morning and evening peak hours. Assessment confirms proposal would attract far less traffic than typical industrial use.
- Noise report confirms there is no legitimate reason why hours cannot be amended. noise generated from the store will be extremely low and indiscernible when considered alongside ambient noise levels. Noise generated by traffic would not be audible over background noise of traffic in the area.
- In terms of residential amenity, Shurgard are prepared to agree a restriction to self-storage use only and to a restriction on HGV times.
- Shurgard successfully operate other centres in North London without causing harm to residents and have previously negotiated extensions to opening hours, which have been in operation for over 2 years without complaint.
- Shurgard operation would bring benefits by minimising levels of noise and traffic generation compared to other industrial and warehouse uses, which could operate from the site.

f) 1st Notification	Sent 29	Replies 3 + petition of 38 signatures	Expiry 12-OCT-04
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Summary of Responses: Concerned about the use of the site during unsociable hours; site is close to residential properties and will generate nuisance by way of dust, fumes, noise and traffic congestion; would set a precedent for other users; would be an eyesore; access is narrow; experience of previous users has been problematic; to allow the application would perpetuate this type of situation for extended periods and Sundays and Bank Holidays; parking restrictions do not apply for extended hours or Sundays and Bank Holidays; volume of traffic would be higher than normal commercial warehouse use; this type of casual storage facility attracts a greater number of casual users who will have little regard for local residents.

Hatch End Association: Have reservations about application. Aware of residents concerns about the ongoing use of the site relating to traffic congestion and inconsiderate parking. Also aware that the applicant can operate on site within the already approved hours of 7.30 - 18.00 Mon-Sat and due to the nature of their business and their intentions of careful management, may improve parking and congestion on the access roads. However main concern is the use of the premises on Sundays and Bank Holidays, which could lead to a precedent for other units on the site to apply to waive their strict conditions of hours of use. Consider the proposed hours of operation to be unsociable for local residents opening too early and closing too late.

continued/

2nd Notification	Sent 60	Replies 2 + petition of 38 signatures (same petition as 1st notification)	Expiry 04-NOV-04
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Summary of Responses: Proposal to amend hours of operation is an improvement on previous proposals. However, residents who signed original petition are still not happy with the revised hours proposed for weekdays (Monday to Saturday). Also concerned with use of the premises on Sundays and Bank Holidays.

Hatch End Association: Aware that some local residents remain concerned about the hours of opening on Sundays and Bank Holidays and a precedent being set. However, on balance, consider that, with the reduced hours of opening on Sundays and Bank Holidays and in the evenings from Monday to Saturday as proposed in this current application together with the unique nature of the business as a storage facility, the proposal would not be environmentally harmful to the amenities of local residents.

APPRAISAL

1) **Employment Policy**

Policy EM14 relates directly to the site as a designated area for business, industrial and warehousing use. In order to provide flexibility in future employment generating developments, on these sites, any B Class use, or combination of these uses, would normally be acceptable, except where the amenity of neighbouring residents or highway considerations would dictate a restriction of use.

The use of the site for B2 and B8 use is established by previous planning permission(s), and the applicants, Shurgard, are presently able to operate as a self-storage facility subject to the conditions of the previous planning permission (P/971/03/CFU). The self-storage facility was opened for business on 6th December 2004. The building accommodates 499 storage units in varying sizes for domestic users and small business. Two staff are employed and normal operating hours for the office are 09.00 – 18.00 with 3 access available 07.30 – 18.00. Access out of office hours is possible by entering a code in an electronic keypad. Access into or out of the site is not possible beyond the hours of the existing permission as the gates are automatically locked. Five parking spaces are outlined for customer use although more spaces are clearly available. Shurgard's policy is that the facility would never expect to operate at more than 85% capacity to allow for matching maximum rental income to the size of the units available for immediate rental.

Within the context of the current application the applicants initially sought to extend the hours of operation to 07.00 – 23.00 (Monday – Saturday) and 07.00 – 20.00 (Sundays and Bank Holidays). After initial notification and responses received in relation to those hours the applicants decided to reduce the hours to 07.00 – 20.00 (Monday – Saturday) and 09.00 – 18.00 (Sundays and Bank Holidays). The application is therefore considered in relation to the impact that these extra hours and days of operation will have on the residential amenity of adjoining residents.

continued/

The applicants have commissioned reports relating to traffic and noise generation, which are most likely to have an impact on the residential amenity of properties in Chantry Place and Letchford Terrace. These are discussed in detail in section 2 relating to neighbouring amenity.

The site was previously used as a builders merchants and an appeal was allowed (14 January 1994), permitting Bank Holiday opening. The Inspector concluded that the proposal was unlikely to result in so much extra traffic using Letchford Terrace on Bank Holiday as to cause a harmful increase in noise and disturbance to the people who lived there and that reasonable compliance with the Council's policies would result.

Subsequent planning permission was granted for unrestricted use of the site for B2 (general industrial) or B8 (storage and distribution) purposes (01-AUG-03) and this was subject to conditions restricting hours and days of operation in order to safeguard the amenity of neighbouring residents. The site was then used as a branch of Nationwide car repairs.

Both these uses, by their nature attracted a high level of traffic and in particular lorry trips which have led to problems relating to parking, congestion, disturbance and frustration among local residents.

2) Neighbouring Amenity

Traffic

The traffic report was based on traffic types and frequency likely to arise from a B2 use such as that which was operating on the site previously, and likewise from the use of the site for this type of storage facility using figures from another of Shurgard's storage facilities operating in Ewell, Surrey. The report concludes that the development would attract far less traffic (particularly lorries) than could be generated by the consented use of the site as B2. Consented use of the existing site as a B2 Industrial Unit could generate in the region of 29 movements in the morning peak hour and 25 movements in the evening peak hour with approximately 218 movements per day.

The self-storage centre, when operating at its full design capacity, can be expected to attract about 3 trips (6 movements) in both the morning and evening peak hours with 72 movements per day, of which only 3% are likely to be lorries. The large majority of these trips would take place outside of the peak hours with virtually all trips occurring during the daytime.

Noise

In terms of noise emanating from the site, the majority of activity takes place within the main building and as such any noise is contained. The noise report confirms that noise generated from the store itself will be extremely low and indiscernible when considered alongside ambient noise levels. Noise generated from traffic would not be audible over background noise of traffic in the area.

continued/

Residents Concerns

Neighbouring residents have expressed concern relating to the possible impact that the additional hours and days of operation would have on residential amenities and the precedent this may set to other users on the estate. The Hatch End Association initially concurred with these concerns.

The applicants subsequently reduced the hours proposed to an extra half hour in the morning (07.00) and a further 2 hours in the evening (20.00) together with Sundays and Bank Holidays. The applicants also conducted a site visit to Shurgard's nearest operational store at Burnt Oak Broadway in Edgware and 3 members of the Hatch End Association and 2 local residents were in attendance.

It is significant that The Hatch End Association have concluded in their response to the second notification and after the visit to the Burnt Oak Broadway store, that they do not consider that the proposal would be environmentally harmful to the amenities of local residents given the unique nature of the business as a storage facility.

The petition received in response to the second notification is a duplicate of the previous petition and the covering letter reiterates reservations about the additional hours and days of operation.

The applicants have agreed to a condition limiting the use of the site for self-storage purposes only within the B8 Use Class. This would avoid the perception of a precedent being set and recognises that the additional hours are only acceptable because of the specific nature of the self-storage use.

An additional condition limiting the permission to 3 years is also suggested in order to permit reconsideration of the additional hours and days of use and better assess any impacts of the development.

3) Parking and Highway Considerations

The site has two existing access points. The north-western access provides ingress and egress to the car park via a gated access. The south-western access provides access to the building via a roller shutter. Parking provision relating to the site remains the same with the northern forecourt area providing ample parking. There are no concerns relating to highway safety.

4) Consultation Responses

Addressed in report.

CONCLUSION

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

HATCH END APIARY R/O HARROW ART CENTRE, UXBRIDGE ROAD, HATCH END **2/19**
P/3023/04/CFU/JH
Ward: HATCH END

SINGLE STOREY WOODEN WORKSHED

MRS JEAN TELFER for HARROW BEEKEEPERS ASSOCIATION

RECOMMENDATION

Plan Nos: Plan 1; Plan 2; OS Plan

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

1 Time Limit - Full Permission

INFORMATIVES:

1 Standard Informative 23 – Considerate Contractor Code of Practice

2 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:

SD1 Quality of Design

SEP5 Structural Features

SEP6 Areas of Special Character, Green Belt and Metropolitan Open Land

EP32 Green Belt - Acceptable Land Uses

EP33 Development in the Green Belt

D4 Standard of Design and Layout

MAIN CONSIDERATIONS (2004 UDP)

1) Green Belt Policy (SD1, SEP5, SEP6, EP32, EP33, D4)

2) Neighbouring Amenity (D4)

3) Consultation Responses

INFORMATION

a) Summary

Green Belt

b) Site Description

- site at rear of Harrow Arts centre complex and bounded by the railway embankments, the River Pinn, and playing fields
- site is located within the Metropolitan Green Belt
- site in current use by Harrow Beekeepers Association (HBKA)

continued/

Item 2/19 – P/3023/04/CFU continued.....

c) Proposal Details

- construction of single storey timber shed for HBKA meetings and related instruction
- shed would have dimensions of 7.6m(L) x 4.6m(W) x 5.8m(H)
- windows and doors proposed to the south and east elevations
- shed to be located approximately 1.5m from the northern boundary of the site

d) Relevant History

None

e) Applicant's Statement

- HBKA members meet each weekend at the Apiary during the active beekeeping season (March-October) to inspect their colonies
- important part of meetings is the provision of instruction and guidance on all aspects of bee management
- building will provide a facility for more structured instruction to improve management techniques and which is immediately accessible to bee colonies
- there is a growing interest in the craft, resulting in a need for space for storage and educational purposes
- will provide a significant contribution to the Borough's environmental interests and complement response to Agenda 21

f) Notifications

Sent
1

Replies
Awaited

Expiry
21-DEC-04

APPRAISAL

1) Green Belt Policy

The proposed shed would be of modest size and design and sufficient space exists within the site and surroundings to accommodate the proposal. It is considered the proposal would retain the openness and character of the Green Belt. The proposal is appropriate to its Green Belt location by its association with an established outdoor recreational use.

2) Neighbouring Amenity

Whilst a pre-school is located over the fence from apiary, the use of the site for beekeeping is well established and it is not envisaged that there would be any impact on adjoining properties arising from the development.

3) Consultation Responses

None

CONCLUSION

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

LAND R/O 77 GORDON AVENUE, STANMORE

2/20

P/3016/04/DFU/KMS

Ward: STANMORE PARK

DETACHED HOUSE WITH ACCESS TO
WOODWARD GARDENS

PRESTON BENNETT DEVELOPEMENTS

RECOMMENDATION

Plan Nos: 20281/10, /11C, /12C, /13C, Site Plan

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (b) the ground surfacing
 - (c) the boundary treatmentThe development shall be completed in accordance with the approved details and shall thereafter be retained.
REASON: To safeguard the appearance of the locality.
- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no window(s)/door(s), other than those shown on the approved plan nos. 20281/12C, 20281/13C shall be installed in the flank wall(s) of the development hereby permitted without the prior permission in writing of the local planning authority.
REASON: To safeguard the amenity of neighbouring residents.
- 4 The southern flank of the conservatory shall be fitted with solid fixed panels and shall thereafter be retained in that form.
- 5 Landscaping to be Approved
- 6 Landscaping - Existing Trees to be Retained
- 7 Trees - Underground Works to be Approved
- 8 Landscaping to be Implemented
- 9 PD Restriction - Classes A to E

INFORMATIVES:

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 Standard Informative 32 – The Party Wall etc. Act 1996
- 3 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

2004 Harrow Unitary Development Plan:
SD1 Quality of Design

continued/

SH1	Housing Provision and Housing Need
D4	Standard of Design and Layout
D5	New Residential Development - Amenity Space and Privacy
T13	Parking Standards

MAIN CONSIDERATIONS (2004 UDP)

- 1) Principle of Development
 - 2) Character of Area (SD1, D4, D5)
 - 3) Residential Amenity
 - 4) Protected Trees
 - 5) Changes from Previous Schemes
 - 6) Consultation Responses
-

INFORMATION

a) Summary

Area of Special Character

TPO:	No. 303	
Car Parking	Standard:	1.8max
	Justified:	See report
	Provided:	2
No. of Residential Units:	1	
Council Interest:	None	

b) Site Description

- vacant residential plot between 77 Gordon Avenue and Woodward Gardens
- plot benefits from outstanding planning permission for one dwelling (ref. LBH/259/02/E) as confirmed by grant of Lawful Development Certificate (ref. P/2326/03/CLP)
- existing properties in Woodward Gardens are detached dwellings in mock Tudor style
- existing properties in May Tree Lane are red brick detached dwellings
- site contains protected trees

c) Proposal Details

- it is proposed to erect a mock Tudor style 5-bedroom detached dwelling with access from Woodward Gardens
- the integral garage would project forwards of the main part of the dwelling by 6.8m and would accommodate 2 cars at ground floor level, with a bedroom in its loft
- the garage would have a dormer window in its south elevation facing towards Woodward Gardens and two rooflights in its west elevation
- the main windows of the dwelling would be in the front and rear elevations
- the east elevation adjacent to the boundary with the rear of the existing dwellings on May Tree Lane would have 2 high level ground floor windows and a side entrance door

continued/

Item 2/20 – P/3016/04/DFU continued.....

- the west elevation facing towards no. 6 Woodward Gardens would include windows to the stairwell, 6.5m from the boundary
- the dwelling would include a rear conservatory adjacent to the eastern boundary with the existing properties in May Tree Lane
- the eastern flank elevation of the conservatory would consist of solid fixed panels

d) Relevant History

LBH/25902	Four detached houses with garages and access road	GRANTED 23-JAN-85 (PARTLY IMPLEMENTED)
P/2326/03/DCP	Certificate of Lawful Proposed Development: Single dwelling	GRANTED 20-OCT-03
P/778/04/DFU	Single and two storey dwellinghouse with access to Woodward Gardens	WITHDRAWN
P/2178/04/DFU	Single and 2 storey dwellinghouse with access to Woodward Gardens (Revised)	REFUSED 14-OCT-04

Reasons for refusal:

1. The proposed dwelling by reason of its excessive height in proximity to the boundary with the adjacent residential properties in Maytree Lane would have an overbearing impact on those properties detrimental to the visual and residential amenities of the occupiers.
2. The proposed windows in the east flank elevation would allow actual or perceived overlooking of the rear gardens of the adjoining properties and result in an unreasonable loss of privacy to the occupiers.
3. The glazed panels in the flank elevation of the proposed conservatory adjacent to the eastern boundary, would allow overlooking of the rear gardens of the adjoining properties, and would result in an unreasonable loss of privacy to the occupiers."

e) Notifications	Sent 11	Replies 1	Expiry 13-DEC-04
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Summary of Response: Proximity of flank wall to dwelling at 6 Westward Gardens; landscaping/retention of existing vegetation to west boundary; roof height of proposed house higher than previous approval; loss of privacy; overdevelopment

continued/

APPRAISAL

1) Principle of Development

The site forms part of a larger site, formerly known as land to the rear of 75-81 Gordon Avenue, on which planning permission for four detached dwellings was granted in 1985 (Ref. LBH/25902). This planning permission was partly implemented by the construction of the dwelling at no. 6 Woodward Gardens. As there was no condition requiring full implementation, this permission remains live, as confirmed by the granting of a certificate of lawful proposed development in 2003 (Ref. P/2326/03/CLP). The principle of a detached dwelling on this site cannot therefore be opposed.

2) Character of Area

The proposed dwelling would include 5 bedrooms (including 1 over the garage), a double garage and a rear conservatory, and would have a footprint of c.217 sq. m and a rear garden area of c.270 sq. m which is considered to be in character with the neighbouring property at no. 6 Woodward Gardens. It is also considered that the rear garden area would be adequate in terms of meeting the needs of future occupiers. Architecturally, the dwelling would be mock Tudor in style as per the unimplemented dwelling and the existing dwellings in Woodward Gardens. The proposed double garage would project 6.8 m forward of the front main wall of the dwelling and would be set back from the edge of the highway by 3.6 m and it is considered that this would enable it to respect the established pattern of development in the street-scene and the character of Woodward Gardens. The submitted plans show an enclosed bin storage area incorporated into the garage block and abutting the front main wall of the dwelling. This unobtrusive facility would enable refuse to be stored away from the highway edge.

In terms of parking provision, the recently adopted UDP sets a maximum of 1.8 parking spaces for dwellings of 5 or more habitable rooms. The proposed provision of a double garage is therefore considered acceptable in accordance with these standards. In addition, the proposed turning area in front of the dwelling would allow vehicles to enter and exit the site in forward gear, with consequent benefits for road safety.

continued/

3) Residential Amenity

In terms of residential amenity, the proposed dwelling would be sited no closer to the boundary with no. 6 Woodward Gardens than that approved in 1985, and is not considered to have an overbearing impact in relation to that property. Further, given that the nearest windows to that boundary, which would be to a stairwell, would be 6.5 m away, and would face an area which is visible from the public domain, a refusal on grounds of overlooking in relation to no. 6 would not be justified. However, a condition prohibiting the insertion of further windows in the west elevation is recommended in order to prevent overlooking conflicts between the front elevation of no. 6 and the west flank of the proposed dwelling, which would be separated by c.11.5 m. As regards the east elevation and the impact on the properties in May Tree Lane, the reduction in the eaves height of the proposed garage block from 3.5 m to 3 m (ridge height reduced from 6.7 m to 5.2 m) compared to the previously refused scheme would substantially reduce the proposed dwelling's bulk along the eastern boundary, to the extent that it would no longer be likely to have an overbearing impact on those properties. Furthermore, the use of high level ground floor windows to give light to the proposed dwelling's kitchen and utility areas, along with solid fixed panels in the east flank of the conservatory would be acceptable in preventing overlooking of the neighbouring gardens. However, conditions are recommended to ensure that such problems do not arise in future.

4) Protected Trees

The site is subject to TPO 303 and four protected trees would be within the curtilage of the proposed dwelling. It is proposed to retain three of these trees with the one closest to the dwelling being removed, as per the 1985 approval. As the impact of the proposed dwelling would be no worse than that previously approved it is considered that a refusal on grounds of tree loss would not be justified. However, conditions are recommended to ensure the retention and protection of those that are to remain.

5) Changes from Previous Scheme

The current application is the fourth scheme to involve the erection of a detached dwelling on this site. The first was approved in 1985 (the approved scheme), the second was withdrawn on the advice of officers in May 2004 (the withdrawn scheme), and the third was refused under delegated powers in October 2004 (the refused scheme).

In relation to the approved scheme, the main difference is the addition of the forward projecting double garage with bedroom over. The proposed dwelling would also be set 0.4 m further away from the boundary with the existing properties in May Tree Lane. Consequently, although the proposed dwelling involves more bulk at the front, its impact on the May Tree Lane properties would be reduced.

In relation to the withdrawn scheme, the main differences are the change in architectural style from neo-Georgian to mock Tudor with the use of mostly gabled rather than hipped roofs, and the reduced height and bulk on the eastern side. The use of neo-Georgian architecture and hipped roofs was considered unacceptable given the mock Tudor design of all the existing dwellings in Woodward Gardens.

continued/

Item 2/20 – P/3016/04/DFU continued.....

In relation to the refused scheme, which incorporated mock Tudor architecture and gabled roofs, the main difference relates to the bulk of the garage block and the east side of the main dwelling, which was considered to be excessive and has now been reduced as described above. The refused scheme also featured glazed panels in eastern flank elevation of the conservatory which would have resulted in unacceptable overlooking of the neighbouring gardens. This has been replaced in the current proposal by solid fixed panels as described above.

6) Consultation Responses

Addressed above.

CONCLUSION

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

10 COLLEGE CLOSE, HARROW

2/21

P/2376/04/DFU/ML1

Ward: HARROW WEALD

SINGLE STOREY REAR EXTENSION

M F CONNOLLY

RECOMMENDATION

Plan Nos: MFC/103C and MFC/104D

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

- 1 Time Limit - Full Permission
- 2 Materials to Match
- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification), no window(s)/door(s) shall be installed in the flank wall(s) of the development hereby permitted without the prior permission in writing of the local planning authority.
REASON: To safeguard the amenity of neighbouring residents.

INFORMATIVES

- 1 Standard Informative 20 - Encroachment
- 2 Standard Informative 23 - Considerate Contractor Code of Practice
- 3 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

Harrow Unitary Development Plan:

- SD1 Quality of Design
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy

MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Amenity Space (D5)
2. Visual and Residential Amenity
3. Consultation Responses

Cont...

INFORMATION

This application is reported to the Committee as the Applicant's spouse works for Harrow Council.

a) Summary

None

b) Site Description

- Two storey, semi-detached property located on College Close, Harrow Weald.
- Adjacent and adjoining properties have no rear extensions.
- There is an existing single storey rear extension to an approximate depth of 2.95m on the boundary with No.8, 3.1m wide.
- Property has a garden depth of approximately 28.5m.

c) Proposal Details

- It is proposed to extend the existing single storey rear extension across the rear of the property to the boundary with No.12 to the same depth.
- The proposal would be to a depth of 2.9m, it would be 5.8m wide with a hipped roof rising away from the boundary on each side from a height of 3m.
- The plans indicate that French windows are to replace the window on the existing rear extension, with a new central window and set of patio doors to be added in the proposed rear elevation.

d) Relevant History

EAST/447/98/FUL	Single storey front, side and rear extension	GRANTED 16-JUL-1998
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e) Applicant's Statement

None

f) Notifications

Sent	Replies	Expiry
2	0	25-OCT-2004

APPRAISAL

1. Amenity Space

The application site is considered large enough to accommodate the proposed development without any adverse impact on rear amenity space.

Cont...

2. Visual and Residential Amenity

The proposed single storey extension is to a depth of 2.9m and extends to a width of 5.8m, which when joined to the existing rear extension extends to the boundary on either side of the property. The adjacent dwelling at No.12 has no rear extension and patio doors on the ground floor adjacent to the Applicant's property. At present there is a 2m fence along the boundary of No.10 and No.12 at the point where the rear extension to No.10 is proposed. This proposed single storey rear development complies with the SPG recommendation for this type of property, which allows extensions of this type up to a depth of 3m on the boundary. The proposed height of 3m on the boundary with No.12 is also considered to be acceptable, complying with the SPG as the hipped roof rises away from the boundary on either side. It is not considered that the extension will have any negative effect on the adjacent or adjoining dwelling.

In conclusion it is considered that the proposal would have no unreasonable effect on the visual and residential amenity.

3. Consultation Responses

None

CONCLUSION

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

RETENTION OF SINGLE STOREY REAR EXTENSION WITH ATTACHED TIMBER STORE, EXTRACTOR DUCT AND NEW SHOP FRONT.

D GADE for TAVI THEVARAJAH

RECOMMENDATION

Plan Nos: T/01B, T/02B, T/03B, T/04B, T/05B, T/06B, T/07, T/10B.

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

- 1 Time Limit - Full Permission
- 2 The development hereby permitted shall not commence until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:
 - (a) the extension/building(s)
 - (d) the new shopfrontThe development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To safeguard the appearance of the locality.
- 3 The extractor duct on the rear elevation shall be painted black in accordance with the proposed plans.

REASON: To safeguard the appearance of the locality.

INFORMATIVES

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 **INFORMATIVE:**

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

1994 Harrow Unitary Development Plan:

 - E4 Protection of Structural Features
 - E5 Protection of Character of Conservation Areas
 - E38 Conservation Areas - Character
 - E39 Conservation Areas - Priority over other Policies
 - E46 Quality of Development - Design and Layout of Non-Residential Development

Cont...

Item 2/22 - P/712/04/CFU Cont...

2002 Revised Deposit Draft Harrow Unitary Development Plan:

SD1 Quality of Design

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

D4 Standard of Design and Layout

D16 Conservation Areas

D17 Extensions and Alterations in Conservation Areas

D18 Conservation Area Priority

2004 Harrow Unitary Development Plan:

SD1 Quality of Design

SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens

D4 Standard of Design and Layout

D14 Conservation Areas

D15 Extensions and Alterations in Conservation Areas

D16 Conservation Area Priority

MAIN CONSIDERATIONS AND POLICIES (1994 UDP) (2002 REVISED DEPOSIT DRAFT UDP) (2004 UDP)

1. Residential and Neighbouring Amenity (E46) (D4) (D4)
2. Appearance or Character of Conservation Area (E4, E5, E38, E39) (SD1, SD2, D16, D17, D18) (SD1, SD2, D14, D15, D16)
3. Consultation Responses

INFORMATION

a) Summary

Town Centre:	Rayners Lane
Conservation Area:	Rayners Lane
Council Interest:	None

b) Site Description

- A3 premises located on the eastern side of Alexandra Avenue approximately 170m south of the Rayners Lane tube station.
- Site situated in the secondary frontage of the Rayners Lane District Centre and the Rayners Lane Conservation Area.
- Two floors of residential units are sited above.
- To the rear of premises on the parade are a mixture of extensions, sheds and extractor ducts associated with a variety of uses.
- It is evident that a number of the proposed changes have been undertaken without the prior benefit of planning permission. These include shop front alterations, rear extensions and extractor duct.

Cont...

c) Proposal Details

- Revised traditional style timber shop front and signage with brick stall riser.
- Retain single storey infill/ L-shaped rear extension with a depth 2.3m and width of 6.1m.
- A further solid temporary store with single door and window is also proposed to the rear of the extension with a depth 2.4m and width 5.8m.
- Retain extractor unit with vertical ducting located to the rear of the premises terminating above the roof height of a 2nd storey flat. Ducting to be painted black.

d) Relevant History

WEST/256/02/FUL	Change of Use : Retail to Restaurant (Class A1-A3)	GRANTED 06-JUN-2002
WEST/100/96/FUL	Change of Use: A1 - A3 and single storey rear extension	REFUSED 19-APR-1996
WEST/101/96/ADV	Internally illuminated fascia and projecting box sign	GRANTED 20-MAR-1996
WEST/358/95/FUL	Change of Use: A1 - A3 and extract duct at rear	REFUSED 12-SEP-1995

e) Applicant's Statement

The previous architect Mr Marriott submitted two previous applications and subsequently disappeared. The applications were made invalid and referred to enforcement. The owner has already built the rear extension, with further temporary timber store, extractor duct and shop front under the impression that the previous architect who was dealing with the planning matter was advised to do so.

f) Consultations

CAAC: Would prefer to see masonry constructed structure rather than boarding.

Advertisement Character of Conservation Area Expiry
24-JUN-2004

Notifications Sent Replies Expiry
9 0 10-JUN-2004

Cont...

APPRAISAL

1. Residential and Neighbouring Amenity

It is not envisaged that there would be any significant effect to residential or neighbouring amenity.

2. Character and Appearance of the Conservation Area

The proposals have been revised to take account of advice relating to the location of the property within the Rayners Lane Conservation Area. It is considered that the shop front is most likely to have an effect on the character of the area, which was originally Metroland. The proposed shop front comprises a traditional painted timber design with brick stall riser. The proposed fascia would be reduced so that the shop front was framed by the original building and the signage painted. The proposed shop front would represent an improvement over the existing and the character and appearance of the Conservation Area would therefore be enhanced.

It is evident from the appearance, design and materials used for the temporary store that has been constructed, that the proposal is detrimental to the visual amenity of the site and adds to the run-down appearance of the rear of the parade. Subject to this being refinished to an appropriate standard in accordance with the submitted plans the impacts to the rear of the site would be mitigated and the visual appearance restored.

The character and appearance of this part of the Rayners Lane Conservation Area would therefore be preserved.

Likewise the extractor duct running vertically along the side of the building and terminating above the second storey is to be painted black and as such would preserve the appearance at the rear of the site.

3. Consultation Responses

Comments from CAAC have been considered and the application amended to include solid finished walls to rear store.

CONCLUSION

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

SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

2 WHITEFRIARS AVENUE, HARROW

3/01

P/626/04/CFU/TEM

Ward: WEALDSTONE

CONTINUED USE OF GARAGE FOR
REPAIR OF VEHICLES

JASIL NIZAR

RECOMMENDATION

Plan Nos: 1:1250 plan, A3 drawing dated 03-03-2004

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

- 1 The use is inappropriate within a primarily residential area by reason of noise, fumes and smells which are harmful to the character of the area and neighbouring amenity, and by reason of insufficient and unsatisfactory off-street parking would be likely to be prejudicial to highway conditions including the safety of pedestrians.

INFORMATIVE:

- 1 INFORMATIVE:

The following policies in the Harrow Unitary Development Plans set out below are relevant to this decision:

1994 Harrow Unitary Development Plan:

EM7 Business, Industrial and Warehousing Development - Criteria for Development

T13 Car Parking Standards

2002 Revised Deposit Draft Harrow Unitary Development Plan:

EM23 Environmental Impact of New Business Development

T13 Parking Standards

2004 Harrow Unitary Development Plan:

EM22 Environmental Impact of New Business Development

T13 Parking Standards

2. The Borough Secretary and Solicitor to the Council be authorised to:

- (a) issue an Enforcement Notice pursuant to Section 172 of the Town & Country Planning Act 1990 requiring cessation of the use within 3 months;

- (b) institute legal proceedings in the event of failure to:

- (i) supply the information required by the Borough Secretary and Solicitor to the Council through the issue of Notice(s) under Section 330 of the Town & Country Planning Act 1990

and/or

- (ii) comply with the Enforcement Notice
-

continued/

MAIN CONSIDERATIONS AND POLICIES (1994 UDP) (2002 REVISED DEPOSIT DRAFT UDP) (2004 UDP)

- 1) Character of Area (EM7) (EM23) (EM22)
 - 2) Neighbouring Amenity (EM7) (EM23) (EM22)
 - 3) Parking (EM7, T13) (EM23, T13) (EM22, T13)
 - 4) Consultation Responses
-

INFORMATION

a) Summary

Car Parking	Standard:	18 (1)
	Justified:	See report
	Provided:	“ “
Site Area:	170m ²	
Council Interest:	None	

b) Site Description

- eastern side of Whitefriars Avenue north of junction with Graham Road
- occupied by single storey buildings in use for repair of motor vehicles
- forecourt between front of buildings and pavement
- yard at rear
- Sri Lankan Muslim Community Centre abuts site to south, with residential premises beyond
- factory to north
- Whitefriars First and Middle School opposite site

c) Proposal Details

- continued use of premises for repair of motor vehicles
- mechanical work and minor bodywork carried out
- Monday – Thursday 09.00 – 18.00 hours, Saturdays 09.00 – 17.00 hours
- personal permission sought for 7 year period

d) Relevant History

- investigation into use of premises for car repairs carried out in 2002 and 2004

e) Applicant's Statement

- need temporary personal permission for period of 7 years
- do not intend to transfer or sell to anyone else

f) Notifications	Sent	Replies	Expiry
	12	2	15-APR-04

Summary of Responses: Noise and disturbance, smells and fumes, fire risk, injudicious and unsafe parking, health and safety concerns.

continued/

APPRAISAL

1) Character of Area

The type of repairs carried out on the premises which involves mechanical work and bodywork, involving spraying, can give rise to noise, fumes and smells which are inappropriate and detrimental to the character of the area.

2) Neighbouring Amenity

Such noise, fumes and smells are harmful to the amenities of the Community Centre, School and other adjacent premises.

3) Parking

5 parking spaces are shown to support the use. Two of these are shown off-site in a yard behind the buildings. The remaining three are shown on the forecourt but the depth of these spaces is only 4.55m and this deficiency gives rise to vehicles overhanging the footway to the detriment of pedestrian safety. It is therefore concluded that insufficient off-street parking is available for the use.

4) Consultation Responses

Discussed in report.

CONCLUSION

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

ENFORCEMENT CONSIDERATIONS

1.1 Breach of Planning Control

1.1 Without planning permission the use of the site for the repair of motor vehicles.

2. Reason for Enforcement

2.1 The use is inappropriate within a primarily residential area by reason of noise, fumes and smells which are harmful to the character of the area and neighbouring amenity, and by reason of insufficient and unsatisfactory off-street parking would be likely to be prejudicial to highway conditions including the safety of pedestrians.

VARIATION OF CONDITION 4 OF P.P. E/113/97/FUL
TO EXTEND OPENING HOURS TO 01.00 HRS ON
FRIDAYS AND SATURDAYS & MIDNIGHT SUN-
THURS.

ROCHMAN LANDAU

RECOMMENDATION

Plan Nos: 1:1250 Land Registry plan, 745-1

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

- 1 The proposed extended hours of use would result in the generation of excessive levels of disturbance and general activity at unsocial hours to the detriment of local residential amenities.

INFORMATIVE:

- 1 **INFORMATIVE:**

The following policies in the 2004 Harrow Unitary Development Plan are relevant to this decision:

- EM24 Town Centre Environment
 - EM25 Food, Drink and Late Night Uses
 - EP25 Noise
-

MAIN CONSIDERATIONS (2004 UDP)

- 1) Town Centre Environment (EM24)
 - 2) Residential Amenity (EM25, EP5)
 - 3) Consultation Responses
-

INFORMATION

a) Summary

Town Centre: Stanmore
Council Interest: None

b) Site Description

- northern side of Church Road within Stanmore District Centre opposite junction with Elm Park
- occupied by detached single/2 storey building in use as bar/restaurant
- vehicle access on eastern side leading to delivery/small parking area at rear
- 3 storey commercial building plus car park to east
- 2 storey buildings to west also in commercial use with Public House beyond "Crazy Horse"

continued/

Item 3/02 - P/2487/04/CVA continued.....

- 2 floors of commercial uses on opposite side of Church Road with 2 floors of flats over
- private parking area with tennis courts beyond behind site

c) Proposal Details

- variation of opening hours in Condition 4 of planning permission EAST/113/97/FUL to read as follows:-

The use hereby permitted shall not be open to customers outside the following times:- 10.30 hours to midnight, Sunday to Thursday inclusive, and 10.30 hours to 01.00 hours on Fridays and Saturdays, without the prior written permission of the Local Planning Authority.

d) Relevant History

EAST/113/97/FUL	Change of use: Post Office/Sorting Office to Public House (Class A1/sui generis to A3) garden area, seating & external alterations	GRANTED 18-JUL-97
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Condition 4 reads as follows:

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

REASON: To safeguard the amenity of neighbouring residents.'

e) Applicant's Statement

- premises completely refurbished by the applicants when taken over in June 2002
- used until this year as restaurant but turned out to be unprofitable
- applicants believe, following success of "Crazy Horse", run in tandem by sister company with same managerial staff, that way forward is to run establishment where local people can eat, dance and relax
- target clientele professional persons aged 25 and above, persons under 21 to be excluded, strict dress code in force
- will employ at least 20 people
- premises being upgraded with very latest sound insulation and air conditioning (if Public Entertainment Licence is granted) so that doors and windows will not have to be opened, can be controlled as part of P.E.L.
- refurbishment to be closely monitored by Environmental Health and Fire Office to ensure premises suitable for Music and Dancing Licence
- not intended to play loud music
- door supervisors on duty to ensure customers leave quietly, with advice notices as per "Crazy Horse"
- numbers accommodated 400 maximum including staff
- car park at rear sufficient as large proportion of clientele expected to be local and to come and go on foot
- take-away food or drinks not served
- staff will be fully trained to deal with late licence

continued/

Item 3/02 - P/2487/04/CVA continued.....

- all efforts will be made to minimise disruption from music and customers leaving premises

f)	Notifications	Sent 184	Replies 11	Expiry 23-NOV-04
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Summary of Responses: No objection, noise, activity and disturbance, detriment to amenity and character of area, risk of crime

APPRAISAL

1) Town Centre Environment

The proposal, in principle, complies with Policy EM24 which encourages initiatives to stimulate the evening economy in town centres, subject to proposals being compatible with the amenity of residents and other town centre occupiers.

2) Residential Amenity

The appeal site is located within a sequence of properties on the north side of Church Road between Pynacles Close and Stanmore Hill which are purely commercial in nature, and include a Public House and a large restaurant. No residential uses are included within this sequence.

To the rear the nearest residential premises are some 50m away in Ray Court and Pynacles Close, separated by private parking areas.

The closest residential uses are on the opposite side of Church Road, where there are located 14 flats on the upper floors of Fountain House, and individual flats above 46-58 Church Road.

Given the intensive scale of use which is proposed, with up to 400 customers, and the lateness of the proposed closing time it is considered that notwithstanding the town centre location, the proposal would be detrimental to local residential amenities for the following reasons:-

- a) unacceptable levels of noise and disturbance would be generated outside the building when customers leave the premises late at night, notwithstanding the proposed presence of door supervisors, and
- b) late night activity in car parks in the centre and en route to local car parks, which are close to residential premises in Elm Park, Anmer Lodge and Ray Gardens, would be disruptive.

3) Consultation Responses

Discussed in report.

CONCLUSION

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

PROVISION OF FENCES AND GATES AT SITE
ENTRANCES: SEPARATION OF POS FROM HOUSING
DEVELOPMENT WITH NEW TURNING HEAD

CGMS LTD for LAING HOMES NORTH THAMES

RECOMMENDATION

Plan Nos: 1:1250 Location Plan; 488-22E; 2129-PL-06C; 2129-HL-08A, 10

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

- 1 The proposal would result in the unacceptable closure of the agreed means of access to the Brockley Hill Public Open Space in the absence of a satisfactory alternative means of access.
- 2 The proposed gates would hinder the free movement of visits by members of the public to the Public Open Space and therefore undermine the value of the POS and its enjoyment by the public.

INFORMATIVE:

1 INFORMATIVE:

The following policies in the Harrow Unitary Development Plans set out below are relevant to this decision:

1994 Harrow Unitary Development Plan:

E1 Integrity of Green Belt, Metropolitan Open Land and Areas of Special Character

E2 Protection of Green Belt and Metropolitan Open Land

E4 Protection of Structural Features

E6 High Standard of Design

E8 Areas of Special Character

E10 Green Belt - Criteria for Development

E45 Quality of Development - Design and Layout of Residential Development

R2 Criteria for Recreational Provision

R15 Informal Recreation - Access and Nature Conservation

A4 People with Disabilities - Parking and External Access Needs

2002 Revised Deposit Draft Harrow Unitary Development Plan:

SEP5 Structural Features

SEP6 Areas of Special Character, Green Belt and Metropolitan Open Land

SD1 Quality of Design

EP31 Areas of Special Character

EP33 Development in the Green Belt

D4 Standard Design and Layout

SR1 Open-Air Leisure and Sporting Activities

R3 Public Open Space

C20 Access to Buildings and Public Spaces

continued/

2004	Harrow Unitary Development Plan:
SEP5	Structural Features
SEP6	Areas of Special Character, Green Belt and Metropolitan Open Land
SD1	Quality of Design
EP31	Areas of Special Character
EP33	Development in the Green Belt
D4	Standard of Design and Layout
SR1	Open-Air Leisure and Sporting Activities
R3	Public Open Space
C16	Access to Buildings and Public Spaces

MAIN CONSIDERATIONS AND POLICIES (1994 UDP) (2002 REVISED DEPOSIT DRAFT UDP) (2004 UDP)

- 1) Appearance and Character of Green Belt and Area of Special Character (E1, E2, E4, E6, E8, E10, E45) (SEP5, SEP6, SD1, EP31, EP33, D4) (SEP5, SEP6, SD1, EP31, EP33, D4)
 - 2) Access to Public Open Space (R2, R15) (SR1, R3) (SR1, R3)
 - 3) Accessibility for Disabled Persons (A4) (C20) C16)
 - 4) Consultation Responses
-

INFORMATION

This application was deferred from the meeting of 12th October 2004 to enable further discussions regarding a revised form of access into the POS.

a) Summary

Area of Special Character

Green Belt

Council Interest: POS site to be transferred to Council

b) Site Description

- western side of Brockley Hill within Green Belt and Area of Special Character
- new housing development on former site of Government Buildings
- main vehicular and pedestrian access from Brockley Hill, secondary pedestrian and emergency vehicle access from Berry Hill

c) Proposal Details

- provision of gates across footways and vehicle access from Brockley Hill
- 2.2m high metal railed gate between brick piers across footways, 1200mm clear width between piers
- 1.8 - 2.2m high double gates in metal railings across each carriageway on either side of concierge building at main entrance to site
- pair of 1.8 – 2.2m high double gates across emergency vehicle access from Berry Hill plus 2.2m high gates across adjacent footway, all in metal railings, with keypad entry control
- separation of public open space from housing development by provision of boundary fence with new turning head

continued/

d) Relevant History

EAST/1060/99/OUT	Outline: Redevelopment of 4.86ha for 96 detached houses: 2.34ha for public open space: access from Brockley Hill	GRANTED 29-JUN-00
P/1280/03/CDP	Details pursuant to planning permission EAST/1060/99/OUT permitting the construction of 96 houses with public open space	APPROVED 20-OCT-03
P/1455/04/CFU	Alterations to provide vehicular access to POS from Brockley Hill, including widening of cycle/footpath	SEE ITEM 3/04

e) Applicant's Statement

- principal reasons for providing gates to protect residential amenity of future occupiers
- provision of vehicular access to POS via new residential development would have detrimental impact on security and amenity of residents
- approved scheme includes family housing, preferable to minimise through traffic and deflect vehicles to POS via Brockley Hill
- gates can be seen through for reasons of safety and openness
- would provide residential development with sense of enclosure and identity
- complies with Circular 5/94 'Planning Out Crime' and principles of 'Safer Places – The Planning System and Crime Prevention'
- no prior right of way exists across site and applicant should not be required to provide one
- would not restrict access to POS or undermine its value and enjoyment by the public

f) Consultations

L.B.Barnet:	No objection
TWU:	No objection
EA:	No comments

Notifications	Sent	Replies	Expiry
	46	1	24-JUN-04

Summary of Response: Would create unnecessary obstruction.

APPRAISAL

1) Appearance and Character of Green Belt and Area of Special Character

The proposed gates and railings would be of an acceptable design. Given this, and their permeable appearance, it is considered that they would not have an undue impact on the openness of the land and the resultant character of the Green Belt, or the residential development itself. No harm to the structural features which characterise the Area of Special Character would result.

continued/

2) Access to Public Open Space

The approved scheme for this site shows the POS accessed via a residential side road leading from the main spine road within the estate. Planning application P/1455/04/CFU (See Agenda Item 3/04) proposes a new separate access into the POS from a more northerly point in Brockley Hill. Acceptance of this proposal would enable closure of the authorised link as shown in this application. However, the proposed new access is considered to be unacceptable on highway grounds. In the light of this, the proposed closure of authorised access would remove entirely pedestrian and vehicular access to the open space.

In addition, if the existing link into the POS were retained it is considered that the provision of public accessibility to the open space via the security gates proposed in this application would hinder the free movement of such accessibility and hence undermine the value of the POS provision, and its enjoyment by the public.

3) Accessibility for Disabled Persons

The originally proposed gates across the footways would have narrowed the width of the footways at Brockley Hill and Berry Hill to approximately 1m. Revised proposals show a clear width of 1200mm, sufficient for wheelchair bound persons and people with double buggies.

4) Consultation Responses

Discussed in report.

CONCLUSION

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

ALTERATIONS TO PROVIDE VEHICULAR ACCESS
FROM BROCKLEY HILL, INCLUDING WIDENING OF
CYCLE/FOOTPATH

CGMS LTD for LAING HOMES NORTH THAMES

RECOMMENDATION

Plan Nos: 1:1250 Location Plan, 10602/001/SK1G, 836/A3/06A, 16POSB

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

- 1 The proposal to add a fourth arm onto the existing mini-roundabout would result in conditions which would be detrimental to highway safety and the free flow of traffic.

INFORMATIVE:

- 2 **INFORMATIVE:**

The following policies in the Harrow Unitary Development Plans set out below are relevant to this decision:

1994 Harrow Unitary Development Plan:

T23 Access Road and Servicing - Secondary/Local Roads

E1 Integrity of Green Belt, Metropolitan Open Land and Areas of Special Character

E4 Protection of Structural Features

E8 Areas of Special Character

E10 Green Belt - Criteria for Development

2002 Revised Deposit Draft Harrow Unitary Development Plan:

T18 Servicing of New Developments - Council's Adoptable Standards

SEP5 Structural Features

SEP6 Areas of Special Character, Green Belt and Metropolitan Open Land

EP31 Areas of Special Character

EP33 Development in the Green Belt

2004 Harrow Unitary Development Plan:

T15 Servicing of New Developments

SEP5 Structural Features

SEP6 Areas of Special Character, Green Belt and Metropolitan Open Land

EP31 Areas of Special Character

EP33 Development in the Green Belt

MAIN CONSIDERATIONS AND POLICIES (1994 UDP) (2002 REVISED DEPOSIT DRAFT UDP) (2004 UDP)

- 1) Appearance and Character of Green Belt and Area of Special Character (E1, E4, E8, E10) (SEP5, SEP6, EP31, EP33) (SEP5, SEP6, EP31, EP33)
- 2) Highway Safety (T23) (T18) (T15)
- 3) Consultation Responses

continued/

INFORMATION

This application was deferred from the meeting of 12th October 2004 to enable further discussions regarding a revised form of access into the POS.

a) Summary

Area of Special Character
Green Belt

Council Interest: POS site to be transferred to Council

b) Site Description

- western side of Brockley Hill opposite Pipers Green Lane
- thick hedgerow with trees along western edge of highway
- land beyond being laid out as Public Open Space as part of redevelopment of former Government buildings site
- proposed site within Green Belt and Area of Special Character

c) Proposal Details

- formation of new vehicular access into POS land from existing mini-roundabout junction of Brockley Hill and Pipers Green Lane
- alterations proposed to form a mini-roundabout
- new 4.1m wide road proposed for cars and bicycles, 2m wide footpath on southern side plus short stretch of footpath on northern side from Brockley Hill junction
- road leads within POS to previously agreed car parking area
- revised proposal is more detailed than original and extends slightly further into hedgerow

d) Relevant History

EAST/1060/99/OUT	Outline: Redevelopment of 4.86ha for 96 detached houses: 2.34ha for public open space: access from Brockley Hill	GRANTED 29-JUN-00
P/1280/03/CDP	Details pursuant to planning permission EAST/1060/99/OUT permitting the construction of 96 houses with public open space	APPROVED 20-OCT-03
P/1454/04/CFU	Provision of fences and gates at site entrances: separation of POS from housing development with new turning head	SEE ITEM 3/03

e) Applicant's Statement

- proposal will not cause harm to character and appearance of area nor compromise openness and visual amenities of Green Belt
- proposal carefully designed to retain maximum amount of vegetation while providing adequate sightlines for road users
- limited number of trees would have to be removed to accommodate enlarged access
- level of traffic generated by POS use would be low – only 12 parking spaces provided

continued/

Item 3/04 - P/1455/04/CFU continued.....

- principle of providing mini-roundabouts on Brockley Hill already established
- fourth arm would provide emergency access to POS
- visibility improved by provision of traffic separation island, trimming of existing hedgerow and limited tree removal
- pedestrian refuge would highlight presence of junction and provide pedestrian movement across Brockley Hill

f) 1st Consultations

L.B. Barnet: Object

2nd Consultation

L.B. Barnet Awaited

Notifications	Sent	Replies	Expiry
	46	0	28-JUN-04

APPRAISAL

1) Appraisal and Character of Green Belt and Area of Special Character

Applications for development in the Green Belt have to be assessed in relation to relevant criteria contained in 1994 UDP Policy E10, and Policy EP33 of the 2002 draft replacement and 2004 adopted UDPs.

- (A/E) The proposed access would serve an appropriate Green Belt use, i.e. open air recreation, and is not objected to in principle in Green Belt terms
- (B/C) The proposal would have no implications in terms of Green Belt openness and would not adversely affect the appearance of the land by virtue of its modest area within the overall size of the site.
- (D) While a gap would be formed in the wooded belt alongside Brockley Hill, the overall integrity of the belt would be retained and the level of proposed tree loss in the current proposal, although slightly greater than originally proposed, would not be excessive.
- (F) No impact would result on the skyline.

It is therefore considered that the proposal would provide an acceptable impact on the character of the Green Belt.

No harm to the structural features which characterise the Area of Special Character would result.

2) Highway Safety

London Borough of Barnet is the managing highway authority for this part of Brockley Hill, and objected to the original proposal for the following reasons:-

- a) Brockley Hill is a Tier 1 road where through traffic should have priority over access to adjacent land uses. Mini-roundabouts should not be used where approaches have speed limits above 30mph. Brockley Hill has a speed limit of 40mph and to bring the mini-roundabout up to standard would have a considerable impact on the environment.

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- b) Visibility at the proposed junction is poor for drivers travelling southbound.
- c) No pedestrian refuge has been proposed near the access to safeguard pedestrian safety and highlight the junction.

The revised layout has overcome the detailed objections at (b) and (c) but L.B. Barnet (and this Council as Highway Authority) still objects to the principle of adding a fourth arm onto this junction on grounds of detriment to highway safety and the free flow of traffic.

3) Consultation Responses

Discussed in report.

CONCLUSION

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