



# **DEVELOPMENT CONTROL COMMITTEE**

**WEDNESDAY 9 FEBRUARY 2005**

**PLANNING APPLICATIONS RECEIVED**

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**SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT**

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## **BACKGROUND INFORMATION**

All reports have the background information below.

Any additional background information in relation to an individual report will be specified in that report:-

Individual file documents as defined by reference number on Reports

Nature Conservation in Harrow, Environmental Strategy, October 1991

1994 Harrow Unitary Development Plan

2002 Revised Deposit Draft Harrow Unitary Development Plan

Harrow Unitary Development Plan, adopted 30th July 2004

The London Plan (Spatial Development Strategy for Greater London), Mayor of London, February 2004

## DEVELOPMENT CONTROL COMMITTEE

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## SECTION 1 - MAJOR APPLICATIONS

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**354-366 PINNER ROAD, HARROW**

**1/01**

**P/2447/04/CFU/TEM**

Ward: HEADSTONE NORTH

REDEVELOPMENT FOR 3-6 STOREY BUILDING TO PROVIDE SUPERMARKET, 112 FLATS, COMMUNITY FACILITY; PARKING AND ACCESS

MOREN GREENHALGH for GENESIS

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### RECOMMENDATION

Plan Nos: SL1-001A, PP1-001F, 002D, 003C, 004C, 005C, 006C, 007B, 008C, PE1-010C, 011A, PS1-020C

Inform the applicant that:-

1. The proposal is acceptable subject to the completion of a legal agreement within one year (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
  - i) Prior to the commencement of development, submission to and approval by the Local Planning Authority of a scheme which:-
    - a) provides a minimum of 85 units of affordable housing (in the following tenure mix: 27 affordable rented flats, 48 keyworker flats, 10 shared ownership flats) in accordance with a scheme to be agreed with the Local Planning Authority (for future management by an RSL)
    - 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 2004 Harrow Unitary Development Plan.

- ii) Developer shall fund all costs of public consultation, analysis, reporting and implementation of a Controlled Parking Zone, at any time within 3 years of full occupation of the development, if in the Council's opinion, a monitoring period shows unacceptable on-street parking, up to a maximum amount of £30,000 index linked.
- iii) Approval and implementation of a Travel Plan, (to include an annual review) prior to occupation of the development.
- iv) The community facility shall be run in accordance with the agreed Community Facility Management Statement.

continued/

v) Developer shall fund all costs of improvements to the Pinner Road public car park up to a maximum amount of £13,000 to be provided prior to the commencement of development.

vi) Developer shall contribute towards the provision of a parking lay-by in Pinner Road in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority, up to a maximum amount of £87,000 to be provided prior to the commencement of development.

vii) Developer, prior to the commencement of development, shall provide a sum of £20,000 towards the provision of community facilities within the Borough.

2. A Formal Decision Notice, subject to the planning conditions noted below, will be issued only upon the completion, by the developer, 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)

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:-

(b) the boundaries

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 to include a screen fence at the front of the landscaped communal area to block A, 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.

continued/

- 5 Landscaping to be Approved  
6 Landscaping to be Implemented  
7 Levels to be Approved  
8 Highway - Closing of Access(es)  
9 Highway - Approval of Construction  
10 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plans 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 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.
- 12 Water Storage Works  
13 Finished floor levels and the threshold for accessing the basement car parking shall be sited at a level of at least 49.844m AOD.  
REASON: To ensure that the development is subject to minimum risk of flooding.
- 14 The existing levels of the overland flood flow conveyance routes shall be preserved.  
REASON: To prevent the increased risk of flooding due to the impedance of flood flows.
- 15 Any new walls or fencing constructed within or around the site shall be designed to be permeable to flood waters.  
REASON: To prevent obstruction to the flow and storage of flood waters, with a consequent increased risk of flooding.
- 16 All existing manhole entries to the Yeading Brook culvert shall be maintained on site at all times.  
REASON: To prevent the increased risk of flooding by ensuring that adequate access to the watercourse is retained for maintenance, inspection and clearance purposes.

continued/

- 17 The development shall be constructed in such a way that no additional loading shall be applied to the Yeading Brook culvert. Prior to commencement of development, structural calculations and detailed drawings demonstrating this shall be submitted to and approved in writing by the Local Planning Authority. Development shall then proceed in strict accordance with the approved details.

REASON: To prevent the increased risk of flooding by protecting the integrity of the culvert.

INFORMATIVES:

- 1 Standard Informative 23 – Considerate Contractor Code of Practice
- 2 Standard Informative 27 – Access for All
- 3 Standard Informative 30 - Thames Water Utilities 1
- 4 Standard Informative 32 – The Party Wall etc. Act 1996
- 5 Standard Informative 33  
In the event of the introduction of a Controlled Parking Zone in the vicinity of the site, the relevant traffic order will impose a restriction making residential occupiers of this building ineligible for residents parking permits in the surrounding controlled parking zone.
- 6 Standard Informative 35 – CDM Regulations 1994
- 7 Standard Informative 36 – Measurements from Submitted Plans
- 8 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water course or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding. Thames Water recognises the environmental and economic benefits of surface water source control, and encourages its appropriate application to the overall benefit of our customers.

Hence, in the disposal of surface water, Thames Water will recommend that the applicant:

- a) looks to ensure that new connections to the public sewerage system do not pose an unacceptable threat of surcharge, flooding or pollution;
- b) checks that the proposals are in line with advice from the DEFRA, which encourages wherever practicable, disposal 'on site' without recourse to the public sewerage system; for example in the form of soakaways or infiltration areas on free draining soils;
- c) looks to ensure the separation of foul and surface water sewerage on all new developments.

Thames Water, requests that a bacterial or enzyme dosing unit should be fitted on all waste discharge points from kitchen sinks and floor drains prior to discharging to the public sewerage system, to avoid back-flow at a later date. If the recommendation is ignored the property may at a later date suffer back-flow and result in flooding.

Where disposal of surface water is other than to public sewer, the applicant should ensure that approval for the discharge has been obtained from the appropriate authorities.

continued/

- 7      **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:  
          SEP2   Water  
          SD1    Quality of Design  
          SD3    Mixed-Use Development  
          ST1    Land Uses and the Transport Network  
          SH1    Housing Provision and Housing Need  
          SH2    Housing Types and Mix  
          SR2    Arts, Cultural, Entertainment, Tourist and Recreational Activities  
          SC1    Provision of Community Services  
          EP11   Development within Flood Plains  
          EP12   Control of Surface Water Run-Off  
          D4     Standard of Design and Layout  
          D5     New Residential Development - Amenity Space and Privacy  
          D7     Design in Retail Areas and Town Centres  
          D12    Locally Listed Buildings  
          T6     The Transport Impact of Development Proposals  
          T13    Parking Standards  
          T15    Servicing of New Developments  
          H4     Residential Density  
          H5     Affordable Housing  
          H7     Dwelling Mix  
          EM5    New Large Scale Retail and Leisure and other Development  
          EM7    Redevelopment of Retail Premises  
          EM8    Enhancing Town Centres  
          R11    Protecting Arts, Culture, Entertainment and Leisure Facilities  
          C10    Community Buildings and Places of Worship
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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1)    Character and Appearance of Area (SD1, SD3, SH1, D4, D5, D7)
- 2)    Scale of Development (H4, D4, D5)
- 3)    Retail Policy (EM5, EM7, EM8)
- 4)    Residential Amenity (SD1, D4, D5)
- 5)    Affordable Housing (SH2, H5, H7)
- 6)    Leisure/Community Facilities (SR2, SC1, R11, C10)
- 7)    Parking and Access (T13, T15)
- 8)    Setting of Locally Listed Building (D12)
- 9)    Environment Agency (SEP2, EP11, EP12)
- 10)   Legal Agreement
- 11)   Consultation Responses

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continued/

## **INFORMATION**

### **a) Summary**

Town Centre	North Harrow		
Car Parking	Standard: Justified: Provided:	Retail: 12-24 See Report 20	Residential: 147 See Report 56
Site Area:	0.4ha		
Floorspace:	1970m <sup>2</sup> retail	144m <sup>2</sup> community	
No. of Residential Units:	112		
Habitable Rooms:	285		
Density:	280 dph	713 hrph	
Council Interest:	None		

### **b) Site Description**

- east side of Pinner Road within primary shopping frontage of North Harrow District Centre
- site also bounded by Station Road and Canterbury Road
- occupied by supermarket fronting onto Pinner Road with bowling alley over in 2/3 storey high building, both uses currently vacant
- car park for both uses provided partly beneath building and partly outside building adjacent to Station Road
- car park accessed from Canterbury Road and Station Road
- petrol filling station and large industrial building containing several vehicle related uses adjacent to northern site boundaries
- locally listed building, The Counting House, on corner of Pinner Road and Station Road
- commercial uses, some with residential over, in adjacent parade fronting onto Pinner Road
- residential premises on opposite side of Canterbury Avenue
- residential, educational and commercial uses on opposite side of Station Road
- commercial uses with residential over on opposite side of Pinner Road

### **c) Proposal Details**

- demolition of existing supermarket and bowling alley building
- development of 2 new buildings containing supermarket, community facility and 112 flats, with parking
- supermarket fronting onto Pinner Road, extending on eastern side onto Station Road frontage
- flats provided in 5 blocks:-
  - Block A facing Canterbury Road in separate 4-storey building containing 17 affordable rented flats, top floor set back from front wall by 7m with roof garden
  - Blocks B, C, D and E part of main building occupying Station and Pinner Road frontages

continued/

Item 1/01 - P/2447/04/CFU continued.....

- Block B providing 10 affordable rented flats at northern end of building in Station Road in 3-storey building
- heights of Block A and most of Block B increased by about 1m in comparison with original submission in order to overcome objection by Environment Agency
- Block C comprising 4 and 5 storey building, partly over Station Road frontage of supermarket, providing 48 key worker flats
- Block D comprising 4 floors of accommodation over supermarket, wrapping around junction of Station and Pinner Roads, containing 27 flats for sale
- Block E with 2 floors of accommodation over supermarket along Pinner Road frontage providing 10 shared ownership flats
- roof garden at second floor level
- flat metal roofs shown to all elements of the building
- terracotta and aluminium panels, render, glazed and timber elevations
- stair tower feature near corner, behind The Counting House
- residential comprises following accommodation in total:
  - 27 affordable rented flats
  - 48 key worker flats
  - 27 flats for sale
  - 10 shared ownership flats
- mix of accommodation is as follows:-
  - 53 x 1 bed x 2 habitable rooms
  - 57 x 2 bed x 3 habitable rooms
  - 2 x 3 bed x 4 habitable rooms
- ground-floor community room fronting onto Station Road
- basement car park beneath supermarket containing 46 car parking spaces plus bicycle parking area, access and egress via Station Road
- 20 of 46 spaces allocated for supermarket parking, 26 for residential
- 30 ground level car parking spaces for flats, access from Station Road, exit onto Canterbury Road, also providing service access for supermarket, additional bicycle parking area
- landscaped communal area between Station Road flats and rear wall of adjacent industrial building
- Transport Impact Assessment including draft Travel Plan accompanies application, together with Community Facility Management Statement, Town Planning Statement, Urban Design and Planning Statement and Floor Risk Assessment
- applicant is offering funds to be put towards improvement of nearby public car park, provision of parking lay-by and provision of community facilities

**d) Relevant History**

HAR/8912/C	Erect Bowling Centre, shop and car park	GRANTED 20-MAY-63
P/504/04/CFU	Redevelopment for 3-6 storey building to provide supermarket, 119 flats, community facility, parking, accesses	REFUSED 30-JUL-04

continued/

Reasons for refusal:

- “1. The proposal represents an overdevelopment of the site by reason of excessively high density resulting in an over intensification of the site to the detriment of the amenities of the local area.
2. The proposed development affords a severe shortage of amenity space with most of the occupiers not having access to it. This will give rise to a loss of residential amenity for future occupiers to the detriment of the area.
3. The proposal represents a shortfall of parking provision for the residential element giving rise to unacceptable levels of on-street parking. The lack of parking, together with the low level of retail parking provision, will be detrimental to the amenities of the local area result in overspill parking, giving rise to the potential need for unnecessary parking restrictions in the neighbouring roads.
4. The loss of the indoor recreational leisure facility and replacement with a community facility is not equivalent or better and is therefore contrary to Policy R12 of the UDP. This will give rise to a loss of amenity to the wider community.”

APPEAL LODGED

**e) Applicant's Statement**

- application accompanied by:-  
Urban Design and Planning Statement containing sections on Site Analysis, Planning Policy Context, Development Principles, Proposed Scheme and Rationale (i) elevational treatment-architectural approach (ii) layout (iii) scale and massing (iv) addressing planning standards-minimising negative impacts (v) schedule of accommodation (vi) public realm (vii) amenity space  
Transportation and Parking Statement
- summary concludes that scheme is:-
  - consistent with local and strategic planning policy
  - supportive of regeneration of town centre
  - appropriate for local area character leading to positive enhancement of immediate environment and public realm
  - good quality design – supporting the secure by design principles
  - maximises local townscape opportunities
- Transport Impact Assessment, conclusions as follows:-
  - site has good level of public transport accessibility, plus close proximity to local amenities and convenience shopping, thereby reducing peak hour and day to day traffic movement and supporting a reduced parking provision
  - small increase in vehicle movements between existing and predicted traffic generation, below normal expectation of daily variation in total traffic flow of between 10 and 15%
  - Draft Travel Plan supplied
  - site has ample provision for cyclists
  - site serviced within own curtilage, will not require service vehicles to wait on Pinner Road or Station Road

continued/

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- significantly improved pedestrian environment provided along Pinner Road frontage
- refuse collection requirements met
- development would result in insignificant traffic impact, offers significant improvement in both highway environment and potential for increasing use of sustainable modes of transport
- Town Planning Statement, summary as follows:-
  - site well suited for mixed-use residential development given excellent public transport links, and convenient proximity to employment opportunities, local shops and services
  - current application incorporates number of improvements which address concerns expressed by Members in relation to previous application, as follows:
    - removal of one floor of building height on part of Pinner Road frontage to reduce overall density, improve relationship with adjoining building and reduce overall bulk of building
    - provision of additional balconies to increase amount of amenity area available to residents
    - provision of enlarged community facility
    - inclusion of off-street parking spaces
- potential planning benefits include:-
  - 112 housing units including 85 affordable units
  - enlarged retail facility to reinforce retail function of North Harrow District Centre
  - provision of large community room for variety of different uses
  - construction of attractive landmark building within District Centre
  - financial contribution towards improving appearance of public car park and upgrading pedestrian crossing between car park and proposed site
  - financial contribution towards establishment of alternative leisure or community facilities
- statement supplied regarding viability of on-site bowling facility
- facility needs substantial investment to ensure sustainability into the future, resulting in revenue charges which would have been excessive in leisure market
- retention would result in disturbance to residential and management difficulties

**f) Consultations**

TWU: Informative suggested  
EA: Conditions suggested

**Advertisement** Major Development Expiry  
21-OCT-04

**1st Notification** Sent Replies Expiry  
201 14 04-OCT-04

continued/

**Summary of Responses:** Apartments too small, height out of sympathy with area, loss of bowling facility, loss of privacy, loss of sunlight, inadequate on-site parking, would create parking problems in local area, too many flats, traffic congestion and danger, support new supermarket, adequate parking is required, parking congestion in Hooking Green, support proposals as would regenerate area, adequate drainage required, poor residential environment, overdevelopment, inadequate amenity space, can utility services cope with proposals? noise and disturbance in public car park, density too high, poor to average architectural merit, poor building materials, disruption during construction.

<b>2nd Notification</b> (in relation to increases in height of Blocks A and B)	Sent 208	Replies Awaited	Expiry 07-FEB-05
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## APPRAISAL

### 1) **Character and Appearance of Area**

This is a key site in North Harrow District Centre by virtue of its location within the primary shopping frontage, and visual prominence at the junction of Station and Pinner Roads. A higher building on this site is appropriate by virtue of the town centre context, location on secondary roads, and the opportunity presented by the site to make an improvement to local townscape.

North Harrow Centre has a predominance of 3 storey buildings such as the parade on the opposite side of Station Road, the ridge level of which is only 3m lower than the highest roof level of the proposed flats. Given this relationship, the proposed 5/6 storey elements would not be of excessive height or overbearing in the streetscene.

The tower would provide a focal point for the development and a feature of interest in the centre.

The design of the proposed building fronting onto Pinner Road has been amended so that it steps down from 6 to 4 storeys next to the adjacent 2 storey high parade instead of 6 to 5 storeys as previously shown. This provides an improved relationship with the adjacent building, with the hipped roof end of the parade being reflected by the provision of a sloping flank wall above 2-storey level to the new building.

In terms of Station Road, the proposal would reduce in height to 3 storeys just beyond the junction with Gloucester Road, where the domestic character becomes more pronounced. It is suggested that the taller elements along this frontage can be accepted given its relationship to the town centre and the bulk of the existing building on the site.

Following the revision to overcome the Environment Agency's objection, the 3-storey frontage height of the flats facing Canterbury Road would be about 2m higher than the overall height of the existing houses on the opposite side of the road. However, the substantial set-back of the higher third floor would reduce the impact of the building and provide a satisfactory presence in the streetscene. continued/

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While the proposed aluminium, terracotta, render and timber external materials would not match the predominant brick elevations of surrounding buildings, they would be acceptable in the context of this substantial building which is significant enough in townscape terms to create its own character.

Overall it is considered that the proposals would make a positive contribution to the streetscene and the appearance of the area.

**2) Scale of Development**

Concern was expressed at the scale of the previous application (reason for refusal 1). In response 7 flats have been deleted from the proposals, and the proposed density has been reduced from 768 to 713 hrph.

While this is acknowledged to be a high density, para. 6.25 to Policy H4 states that 'Maximum housing provision will... be sought on each site consistent with design and amenity considerations and other policies in the Plan.'

In this case the principle of a high density can be accepted by virtue of the Town Centre location and the moderately high level of local public transport accessibility which also supports the proposed restraint based parking approach.

Given that a satisfactory impact on the appearance of the centre would be provided it is suggested that the scale of the proposed development can be accepted.

**3) Retail Policy**

Retail policy seeks to resist any significant loss of shopping floorspace in redevelopment proposals. In this case an increase in A1 floorspace from some 1400m<sup>2</sup> to over 1950m<sup>2</sup> would result, appropriate to the location of the site within the primary frontage, and beneficial to the retail integrity of the centre. Other relevant policies encourage mixed uses, as proposed in this scheme, and require townscape and pedestrian improvements in redevelopment schemes, as discussed in this report.

**4) Residential Amenity**

Concern was expressed at the lack of amenity space shown in the last application for future occupiers of the development (reason for refusal 2).

This scheme retains the ground floor communal area of some 200m<sup>2</sup> between the rear of the Station Road flats and the adjacent industrial building. A new area of some 350m<sup>2</sup> is shown at second floor level on the roof of the supermarket, together with an area of over 200m<sup>2</sup> on the second floor roof of Block A facing Canterbury Road.

In addition, 65% of the flats have balconies so that in total it is considered that the previous objection in terms of amenity space has been resolved.

continued/

Item 1/01 - P/2447/04/CFU continued.....

In terms of neighbouring residents, the site is immediately adjacent only to flats at first floor level along the Pinner Road frontage. The nearest such flat is some 9m from the boundary of the site, with windows set in a recess such that outlook is already obstructed. The proposed flank wall would be cut back at second floor level and above so that outlook would not be further obstructed. The proposed depth of first floor flank wall would not be detrimental to residential amenity, given that habitable rooms in the adjacent flats are predominantly lit from the front. Windows in the flank wall of the Canterbury Road block would face these adjacent rear windows at a satisfactory distance of 29m.

Apart from a few windows in the flank wall of the Canterbury Road block, the rear windows would be orientated towards the open area in the centre of the site. Over 20m separation distance would be provided between directly facing rear windows,, with some angled windows to prevent close overlooking. While an intensive form of residential development is proposed, it is suggested that this can be accepted in the context of this town centre location and in order to maximise the use of the site.

**5) Affordable Housing**

The proposed 76% level of affordable housing provision comfortably complies with the requirements of Circular 6/98 and UDP policy, and would be secured by legal agreement.

The Housing Services Division has analysed the scheme against standards contained in the London Housing Federation's 'Higher Density Housing for Families: a design and specification guide.'

This report, which was published in October 2004, addresses the specific minimum requirements of affordable family accommodation in higher density schemes, and is intended to be used in addition to existing standards such as the Housing Corporation Scheme Development Standards, Lifetime Homes, Secured by Design etc., and the expectations of the London Plan in relation to housing density.

The LHF standard lists 15 factors affecting higher density housing for families, against which a scheme should be measured.

The Housing Services Division states that the scheme broadly meets the LHF standards. In particular, the average proposed floor area for all unit types is in excess of the minimum recommended floor area.

**6) Leisure/Community Facilities**

The previous application was refused partly because the proposed community room was considered to be an inadequate replacement for the bowling alley (Reason for Refusal 3). This application proposes to increase the size of the room from 88m<sup>2</sup> to 144m<sup>2</sup>, to be managed in accordance with an agreed Management Statement, secured by legal agreement.

continued/

Item 1/01 - P/2447/04/CFU continued.....

In addition, a contribution of £20,000 is offered towards the provision of further community facilities in the Borough.

Retention of the bowling alley or a leisure use of an equivalent scale would significantly inhibit the redevelopment potential of the site and the resultant levels of residential amenity.

It could also sterilise the development of this key town centre site for a considerable time while leisure options were explored and considered. In these circumstances it is suggested that the community room and financial contribution represent a satisfactory replacement.

**7) Parking and Access**

Concern was previously expressed at the low level of parking for both the residential and retail elements of the development (reason for refusal 4).

In terms of retail parking, the proposed provision of 20 spaces falls only 4 spaces below the maximum level of provision set down in the new UDP standards. Given the presence of public transport in the centre this level of provision is considered to be acceptable. The total number of residential spaces remains at 56 which would be allocated as follows:

27 Affordable Rented	:	20 spaces
27 Units for Sale	:	26 spaces
10 Shared Ownership	:	10 spaces
48 Key Worker Units	:	0 spaces

The provision of 56 spaces compares with a maximum standard provision of 147 spaces.

Although a significant shortfall is shown, para. 5.34 to Policy T13 states that 'As a general rule, parking provision below the maximum will be encouraged so long as this will not result in adverse environmental and traffic problems.' Para. 5.36 goes on to say that 'The Council will support low or zero parking developments in suitable sites particularly where public transport provision and accessibility is good including town centres... or other locations along major corridors.' The town centre location and availability of public transport makes this site suitable for a reduced level of parking provision.

To complement on-site parking the applicant has submitted a draft travel plan which has as its objective to reduce private car travel in favour of more sustainable modes of travel.

Monitoring measures will include the use of cycle and motorcycle parking to establish demand, monitoring the levels of off site parking and the take up of a staff/residents car sharing scheme, together with complaints and comments by staff, resident users and visitors to the site.

continued/

As TFL has confirmed its willingness to fund the provision of lay-by spaces in Station Road, the applicant has offered a contribution of £87,000 towards their provision in Pinner Road.

The applicant is also proposing a sum of £30,000 towards the possible funding of a CPZ, an approach specifically referred to in UDP para. 5.39, and adopted in several approved developments in the Borough.

Given these considerations the level of proposed parking is supported.

**8) Setting of Locally Listed Building**

The Counting House on the corner of Pinner and Station Roads is a locally listed building, circa 1910, which has an attractive porch with columns. Although the proposed development would rise above this building, the new front wall would be set away from the Counting House above its roof level, thereby reducing the extent of visual dominance, and providing an acceptable impact on its setting.

**9) Environment Agency**

Although not objecting to the previous application, the Agency originally objected to this scheme on 2 grounds, viz:

1. The proposed application is not accompanied by a flood risk assessment (FRA) as required by PPG 25. This site is located in Flood Zone 3, which is the high risk zone and is defined for mapping purposes by the Agency's Flood Zones. The agency is also concerned that the development, due to its scale, may present a significant flood risk from the generation of surface water run-off.
2. Insufficient information has been provided by the applicant for the Agency to fully assess the proximity of the proposed development to the Yeading Brook (West Arm) and Greenhill Stream (Critical Ordinary Watercourse). The Agency would be likely to object to a development which does not maintain a minimum four metre buffer strip between the nearest building and the brink of both watercourses.

As a result the applicant commissioned a flood risk assessment and the Agency has subsequently confirmed that it has withdrawn its objections. Conditions suggested by the Agency are included.

**10) Legal Agreement**

It is suggested that planning permission be made subject to a S.106 agreement in relation to the following issues:-

- i) the provision of affordable housing
- ii) the provision of funds towards a possible CPZ if unacceptable levels of on-street parking result from the scheme
- iii) compliance with an approved Travel Plan
- iv) management of the community facility in accordance with the agreed statement
- v) the provision of funds towards the provision of lay-by spaces in Pinner Road and improvements to the public car park on the opposite side of Pinner Road

continued/

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- vi) the provision of funds towards the provision of community facilities in the Borough on a site to be determined.

**11) Consultation Responses**

- Adequate drainage required, can utility services cope with development - none of the consultees are now objecting to the proposals
- Disruption during construction - not a material planning consideration
- Noise and disturbance in public car park - it is not anticipated that this would be excessively detrimental to residential amenity in the context of a town centre site

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.

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**464-472 ALEXANDRA AVE, SOUTH HARROW**

**1/02**  
**P/3109/04/CFU/RJS**  
Ward: RAYNERS LANE

CONVERSION OF FIRST FLOOR TO PROVIDE 10 SELF-CONTAINED FLATS,  
ALTERATIONS TO WINDOWS (RESIDENT PERMIT RESTRICTION)

WHITE ASSOCIATES for GATEHILL PROPERTY CO LTD

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## **RECOMMENDATION**

Plan Nos: 0441/01, 0441/02 & 0441/03.

**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) windowsThe development shall be completed in accordance with the approved details and shall thereafter be retained.  
REASON: To safeguard the appearance of the locality.
- 3 Noise - Insulation of Building(s) - 4

## **INFORMATIVES**

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 32 - The Party Wall etc. Act 1996
- 3 Standard Informative 33 - Residents Parking Permits
- 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
- SH1 Housing Provision and Housing Need
- EP25 Noise
- 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
- C16 Access to Buildings and Public Spaces

Cont...

## MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Loss of Commercial Floorspace
  2. Character of Area (SD1, SH1, D4, D9, H9)
  3. Residential Amenity/Amenity of Neighbours (SH1, SH2, EP25, D4, D5)
  4. Parking/ Highway Safety (T13)
  5. Accessibility (C16)
  6. Consultation Responses
- 

## INFORMATION

### a) Summary

Listed Building:	Locally Listed	
Conservation Area:	Rayners Lane	
Town Centre	Rayners Lane - Secondary	
Car Parking	Standard:	12
	Justified:	0
	Provided:	0
Site Area:	308m sq	
Floorspace:	308 m sq	
Habitable Rooms:	10	
No. of Residential Units:	10	

### b) Site Description

- 1<sup>st</sup> floor commercial property located at the junction of Alexandra Avenue and Rayners Lane;
- the site lies within the Rayners Lane Centre and the Rayners Lane Conservation Area;
- The surrounding locality is characterised by buildings in mixture of styles and designs, both residential and commercial and in a scale ranging from 1-4 storeys;
- It is noted that all of the surrounding street network accommodates parking restrictions between 8.00 am to 6.30 pm Monday to Saturday;
- A recently approved development (W/617/02/FUL), is currently under construction which encompasses the conversion of the 2<sup>nd</sup> floor into 10 flats. This development incorporates a new entrance lobby and bin storage facility to the Rayners Lane frontage.

### c) Proposal Details

- Change of use of the 1<sup>st</sup> floor of the building to accommodate 10 x 1 bedroom flats;
- On the Alexandra Avenue façade three small areas of render would replace existing glazing;

Cont...

## Item 1/02 - P/3109/04/CFU Cont...

- On the Rayners Lane façade a 1<sup>st</sup> floor external flue would be removed;
- The flats would rely on the communal entrance lobby and bin storage facility located to Rayners Lane that are currently under construction as part of the conversion of the 2<sup>nd</sup> floor into flats (W/617/02/FUL);

### d) Relevant History

WEST/92/99/FUL	Change of Use: offices to residential on second floor to provide two 3 bedroom flats, one 2 bed flat and two 1 bed flats	GRANTED 13-MAR-2000
WEST/617/02/FUL	Change of Use: offices to residential on second floor for 10 studio flats, new windows, lobby (resident permit restricted)	GRANTED 13-SEP-2002

### e) Consultations

<b>Advertisement:</b>	Major Development	Expiry 06-JAN-2005	
	Character of Conservation Area	Expiry 06-JAN-2005	
<b>Notifications</b>	Sent 72	Replies 0	Expiry 28-DEC-2004

**Response:** None.

## APPRAISAL

### 1. Loss of Commercial Floorspace

Although the proposal would result in the loss of commercial floorspace, and would reduce the size and intensity of the restaurant/club, nevertheless the restaurant/club would remain on site at ground floor level. In addition this Authority has accepted such changes of use in order to encourage mixed uses in centres. The number and layout of the flats is specifically comparable to the 10 residential flats approved for the 2<sup>nd</sup> floor that are currently under construction. With each flat essentially being open plan studio flats, it is considered that such flats are better suited in schemes with no amenity space as they are less likely to attract families.

### 2. Character of Area

The minor modifications to the façade of the building are considered to be acceptable to this locally listed building.

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**3. Residential Amenity/ Amenity of Neighbours**

By virtue of the siting of the existing building it is essentially an 'island' between Rayners Lane and Alexandra Avenue. Therefore there is ample horizontal separation distance between the external windows and adjoining residential properties. Furthermore a condition will require adequate noise insulation of the proposed flats to ensure the amenity of occupiers of the first and second floor flats are not compromised.

**4. Parking/ Highway Safety**

The proposal does not contain any provision for car parking, however the site has excellent access to services and public transport. On a related matter it is highlighted that parking restrictions apply within the locality, thus to prevent further demand for on-street parking, an informative to be included on the planning permit will advise that residential occupiers of the building will be ineligible for residential parking permits. Therefore on the basis that future residents are ineligible for parking permits, there is no objection to the application on grounds of insufficient parking provision.

**5. Accessibility**

The current application does not appear to provide any disabled access to the first floor of the building, however it is noted that none is currently provided, therefore 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), implemented on 1<sup>st</sup> October, 2004

**6. Consultation Responses**

None

**CONCLUSION**

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

REDEVELOPMENT: TWO STOREY DETACHED BLOCK WITH ACCOMMODATION IN ROOF TO PROVIDE 14 FLATS, CAR PARKING AND ACCESS

TURLEY ASSOCIATES for MERLIAN ESTATES LIMITED

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## **RECOMMENDATION**

Plan Nos: ALC1002/RL1, B02-455PL/01; 02; 03; 04; 05; 06; 07; 08; 09A

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

- 1 The proposed development, by reason of excessive site coverage by building and hard-surfacing and shortage of usable amenity space, would result in an over-intensive use and amount to overdevelopment of the site to the detriment of neighbouring residents and the character of the area.
- 2 The proposed development, by reason of the excessive scale and massing and unsatisfactory siting of the proposed building in relation to neighbouring properties would give rise to overlooking and loss of privacy and outlook to the detriment of the amenity of neighbouring residents.
- 3 Refusal - Parking in rear garden.
- 4 The proposed development, by reason of excessive height and scale of buildings sited in close proximity to the Green Belt boundary of the site, would result in an unacceptable visual impact to the detriment of the character of the Green Belt.

## **INFORMATIVES**

- 1 **INFORMATIVE:**  
The following policies in the Harrow Unitary Development Plan are relevant to this decision:  
SEP5, SEP6, SD1, SD2, EP20, EP25, EP43, D4, D5, D10, D19, T13, H4, H5, EM15

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## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

1. Residential Character (EP20, D4,
  2. Residential Amenity (SD1, EP25, D4, D5, H4, EM15)
  3. Greenbelt Fringe, Site of Nature Conservation & Scheduled Ancient Monument (SD2, SEP5, SEP6, EP43, D10, D19)
  4. Parking & Highway Considerations (T13)
  5. Consultation Responses
- 

Cont...

## **INFORMATION**

### **a) Summary**

Car Parking	Standard:	22
	Justified:	
	Provided:	14
Site Area:	1266m <sup>2</sup>	
Floorspace:	1072.5	
Habitable Rooms:	54	
No. of Residential Units:	14	
Density:	111dph	
	426.5 hrph	

### **b) Site Description**

- The site is situated to the rear of residential properties known as Altham Court fronting Broadfields in Headstone Lane.
- Site is currently occupied by a vacant 2-storey commercial/office building with a flat roof.
- Access to the site is by a residential grade road which also serves the adjoining modern residential block to the north known as Parkfield House.
- Adjoining the site to the south are residential properties comprising semi-detached bungalows.
- Bordering the site to the west is a large area of open land known as Pinner Park. Pinner Park is designated Green Belt land, a site of Nature conservation importance and parts of which form a Scheduled Ancient Monument, National Monument No. 29448.
- The site is currently overgrown and vandalism has occurred to the building. There are a number of mature trees on site including large Oak trees.
- The site is situated a few minutes walk from the Headstone Lane train station.

### **c) Proposal Details**

- The application proposes the removal of the existing commercial building and its replacement with an integrated complex comprising 14 flats (2x 1 bedroom and 12x 2 bedroom) with parking and access.
- The development would be 2-storey with further accommodation provided in the roof space.
- Six flats located at ground and 1<sup>st</sup> floor levels and 2 flats together with some gallery areas provided within the roof space.
- Access to the flats is provided by 2 common circulation spaces which link to flat entrances by means of stairs and lifts. Access is available from both front and back of complex.

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- Each flat would have access to either patio or balcony with access also available to amenity area at rear facing Pinner Park.
- The parking and forecourt areas have been split between the front and rear (east & west) of the site with each area providing 7 car parking spaces including 2 for disabled users.
- Refuse storage is provided to the south east corner of the site and cycle parking to the north west.
- New fences, walls and gates would be provided along the site boundaries.
- Materials to include facing brick for external elevations and grey/blue concrete tiles for the roof. Windows and doors to be aluminium with timber panels.

**d) Relevant History**

P/2031/04/CFU      Redevelopment: 3 storey staggered block to      WITHDRAWN  
provide 2 houses and 12 flats with forecourt      20-SEP-2004  
parking

**e) Applicant's Statement**

A lengthy statement has been submitted which concludes as follows:

Currently the site contains a disused office building and connected car park, both in a poor state of repair. We consider this revised scheme to be an entirely acceptable solution for regeneration of this site, which responds to the concerns and comments raised by the form of the previously proposed building. Have taken on board comments and recommendations, and attempted to create a scheme which not only brings this underutilised site back into service by providing residential units to add to the stock within the borough, but also creates a high quality, well designed scheme which complements residential character of the area.

Against this background we consider that this scheme is of high quality design and contextual sensitivity optimises the potential of this vacant constrained site in a suitable manner, and should benefit from planning permission.

A detailed design statement was also received further clarifying the details of the proposal.

<b>f) Advertisement:</b>	Major Development		Expiry 02-SEP-2004
<b>Notifications</b>	Sent 60	Replies 4 inc 1 petition of 28 signatures	Expiry 23-AUG-2004

**Summary of Responses:** Impact on privacy and peace and quiet, overlooking of garden areas, disturbance by vehicles, disruption during construction, traffic, access and parking problems, industrial or office use more suitable as these would hopefully operate Mon-Fri 9-5, impact on property value.

Cont...

## **APPRAISAL**

### **1. Residential Character**

The site is surrounded by residential properties on 3 sides and adjoins Pinner Park (Green Belt land) to the west. The character of the area is predominantly residential. The property is a previously developed brownfields site and is not located in an area specifically designated for business, industrial or warehousing use. Council policy EM15 would normally resist the loss of land or buildings from such uses unless it can be demonstrated that the site is no longer suitable or required for employment use. Given that the site has been vacant since April 2002 and despite marketing, which has failed to attract tenants, the loss of the existing use for residential purposes is not considered objectionable.

### **2. Residential Amenity**

It is considered that the proposals would amount to an overdevelopment and over intensive use of the site in close proximity to neighbouring properties. The footprint of the existing building is 338m<sup>2</sup> and the footprint of the proposed block of flats would be 460m<sup>2</sup>. When combined with the hard surfaced areas for access and parking this would add considerably to the coverage of site, resulting in a loss of space around the buildings and lack of usable rear amenity space given the number of units proposed. Although the units are also provided with patio or balcony areas the amenity space provided is still considered to be insufficient for a development of this size.

The proposed block of flats would generally be situated further away from the residential boundary with Altham Court than the existing office building and closer to the northern and southern boundaries facing Parkfield House and 10 Broadfields. Whilst it is acknowledged that the existing office building contains windows that overlook adjoining properties, the use and occupation of the building is less intensive and considerably different to a residential use. The application proposes windows to habitable rooms on the east elevation that would overlook the rear of Altham Court including the rear wall, windows and garden area. The nearest windows would be at a distance of 16m from the rear wall of Altham Court and 5.5m from the boundary overlooking the garden area. First floor and roof level balconies would also allow oblique overlooking of the rear garden areas of Parkfield House to the North and 10 Broadfields to the south. This would lead to a loss of privacy for the residents of those properties.

The existing office building is 2-storey with a flat roof and located at least 8m from the side boundary with 10 Broadfields. The proposed building would be 2-storey with a pitched roof sloping away from this boundary at a distance 5m. The additional height and bulk of new building located nearer to the boundary with 10 Broadfields would appear overbearing and harmful to the outlook of that property.

Cont...

The existing access and parking is provided along the western part of the site. The current application proposes 2 separate parking areas, each with 7 parking spaces. One parking area is proposed to the north west corner of the site and the other along the eastern side. The area to the east of the site is located directly behind the rear garden of Altham Court. A 1.8m timber fence would separate this, however it is considered that the addition of a parking area of this size and the associated noise and disturbance would be harmful to the amenity of neighbouring occupiers.

### **3. Green Belt Fringe, Site of Nature Conservation & Scheduled Ancient Monument**

Policy EP43 of the UDP resists development proposals adjacent to the Green Belt which would have a detrimental visual impact on the open character of that land. The existing office building is of no particular merit in terms of design and appearance. It is relatively squat in appearance with a flat roof and a maximum height of 6.5m. It is set at its closest point 6.5m from the Green Belt boundary.

The proposed building would be 11m at its highest point and the bulk of the building would be set closer to the Green Belt boundary than the existing building. At its closest point it would be set 3.5m from the boundary. Whilst the building has been designed with the adjoining Green Belt land in mind, and to some extent screened by existing trees, it is considered that the added height and bulk of the new buildings in close proximity to the Green Belt boundary would have a detrimental visual impact on the open character of that land.

Trees on site would be retained and in particular the large oak trees near the western boundary. Were the proposal acceptable in other ways conditions could be included for their protection.

The applicants have also submitted an archaeological impact assessment as the site backs onto Pinner Deer Park, parts of the pale of which form a Scheduled Ancient Monument, National Monument No. 29448. The assessment, by members of the Museum of London Archaeology Service concludes that the impact caused by the new development is likely to be limited largely to the area occupied by the existing building. The construction of that building is likely to have largely destroyed any archaeological deposits which may have been present. Any evidence relating to the medieval deer park is likely to be beyond the boundary of the site. No further archaeological work recommended. However, the decision on an appropriate mitigation strategy rests with the local planning authority.

### **4. Parking & Highway Considerations**

The maximum parking requirement for the development would be 22 spaces. The application proposes 14 spaces including 2 disabled spaces. Whilst this falls short of the requirements, a space would be provided for each unit and given the proximity to public transport the shortfall in parking spaces could be justified. There has been no objection raised by the Councils Highways section.

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## **5. Consultation Responses**

These are largely dealt with above. Property values are not a planning consideration and were the proposal recommended for approval then an informative relating to the Considerate Contractor Code of Practice would be attached.

## **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.

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**239-241 HIGH ROAD, HARROW WEALD**

**1/04**

**P/3073/04/CFU/TEM**

Ward: WEALDSTONE

REDEVELOPMENT TO PROVIDE 3 STOREY DETACHED BLOCK WITH 14 FLATS,  
ACCESS AND PARKING

DENNIS GRANSTON for E BRADLEY & A MESGIAN

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## **RECOMMENDATION**

Plan Nos: O.S. red line drawing, 03/575/14C, 15B, 16A, 17, 18B

Inform the applicant that:

1. The proposal is acceptable subject to the completion of a legal agreement within one year (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
  - i) developer shall fund all necessary costs relating to the provision and adoption of the section of new service road at the rear of the site under Section 38 of the Highways Act 1980.
2. A formal Decision Notice, subject to the conditions noted below, will be issued only upon the 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)  
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:-
  - (b) the boundary.  
of the site is enclosed by a close boarded fence to a minimum height of 2 metres. Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.  
REASON: In the interests of amenity and highway safety.

Cont...

Item 1/04 - P/3073/04/CFU Cont...

- 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)
- 8 Levels to be Approved
- 9 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plans 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.
- 10 Parking for Occupants - Parking Spaces
- 11 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.
- 12 Water Storage Works
- 13 The staircase and bathroom window(s) in the southern flank wall(s) of the proposed development shall:  
(a) be of purpose-made obscure glass in accordance with details to be submitted to and approved by the LPA.  
(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.
- 14 Highway - Approval of Construction

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

Cont...

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

EP12  Control of Surface Water Run-Off

D4     Standard of Design and Layout

D5     New Residential Development - Amenity Space and Privacy

T13   Parking Standards

T16   Servicing of New Developments (Service Road Proposals)

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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

1.    Appearance and Character of Area (SD1, SH1, D4, D5)
2.    Residential Amenity (SD1, SH1, D4, D5)
3.    Service Road (T16, Service Road Proposal 1)
4.    Parking (T13)
5.    Consultation Responses

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**INFORMATION**

**a)      Summary**

Car Parking	Standard:	19
	Justified:	See Report
	Provided:	14
Site Area:	1965m <sup>2</sup>	
Habitable Rooms:	39	
No. of Residential Units:	14	
Density	71 dph	
	198 hrph	
Council Interest:	None	

**b)      Site Description**

- west side of High Road, Harrow Weald.
- occupied by 2 detached houses with deep rear gardens, sycamore and yew trees in front garden of 241.
- 239 converted into 3 flats.

Cont...

Item 1/04 - P/3073/04/CFU Cont...

- large nursing home 'Rowanweald' with rear car park and service road to north of site.
- detached house, 237 High Road, to south.
- rear gardens of houses in Enderley Road behind site.
- houses opposite the land.
- levels fall from north to south.

**c) Proposal Details**

- demolition of existing houses, development of 3 storey building containing 14 flats.
- 4 x 1 bed x 2 habitable rooms, 9 x 2 bed x 3 habitable rooms, 1 x 3 bed x 4 habitable rooms.
- staggered building proposed, southern element set back from northern element and projecting further into site.
- shallow balconies shown at front and rear.
- tiled pitched, hipped roof over brick elevations.
- 14 parking spaces at rear of site, accessed via new strip of service road up to boundary with no. 237.
- service access proposed at front, together with main pedestrian entrance.
- landscaped garden shown at rear.

**d) Relevant History**

**No. 239**

EAST/212/96/FUL	Alterations and conversion of 3 flats to form 5 flats	REFUSED 21-JUN-96
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**Reason for Refusal:**

The proposed widening and intensification of use of the access to the parking spaces would be prejudicial to highway safety and the free flow of traffic on the adjoining highway.

**No. 241**

EAST/1302/02/FUL	2-storey side extension to form separate house with parking	GRANTED 14-JAN-03
EAST/1303/02/FUL	Detached 2-storey building to provide 4 maisonettes with access and parking	REFUSED 20-JAN-03

**Reasons for Refusal:**

1. The proposed development would result in overlooking, increased noise, disturbance and general activity to the detriment of the amenities of neighbouring residents.

Cont...

Item 1/04 - P/3073/04/CFU Cont...

2. The proposed development would introduce obtrusive building mass and reduce the considerable distance and openness between existing developments, to the detriment of the established character of the area.

P/953/03/CFU                      3 x 2-storey terraced houses with access and parking                      REFUSED  
23-JUN-03

**Reason for Refusal:**

1. The proposed development would result in overlooking, increased noise, disturbance and general activity to the detriment of the amenities of neighbouring residents.
2. The proposed development would introduce obtrusive building mass and reduce the considerable distance and openness between existing developments, to the detriment of the established character of the area.
3. The proposed development scheme does not make provision for safe and convenient pedestrian movements to, from or within the application site.
4. The proposed hardsurfaced car parking area to the front would be unduly obtrusive and detract from the appearance of the proposed building, and give rise to an excessive length of vehicular crossing to the detriment of pedestrian safety.

**Nos. 239/241**

P/2097/04/CFU                      3-storey detached block to provide 15 flats with access and parking at the rear                      WITHDRAWN  
22-SEP-04

**e) Consultations**

Thames Water:                      No objections  
Environment Agency:                      No comments

**Advertisement:**                      Major Development                      Expiry  
13-JAN-05

**1st Notification (15 flats)**

<b>Notifications</b>	<b>Sent</b>	<b>Replies</b>	<b>Expiry</b>
	64	4	21-DEC-04

**Summary of Responses:** Traffic congestion, noise and disturbance, light pollution, overlooking, harm to character of area, devaluation, threat to security, obtrusive building mass, loss of openness, general activity, loss of trees.

Cont...

**2nd Notification (14 flats)**

<b>Notification</b>	<b>Sent</b>	<b>Replies</b>	<b>Expiry</b>
	64	4	02-JAN-05

**Summary of Responses:** Overlooking, noise and disturbance, general activity, obtrusive building mass, traffic congestion, threat to security, loss of privacy, overlooking.

**APPRAISAL**

**1. Appearance and Character of Area**

This stretch of High Road, Harrow Weald is characterised by mixed forms of residential use involving sheltered accommodation, a block of flats, a nursing home, and several dwellings which have been converted to flats. In this context there is no objection in principle to the provision of flats on this site.

In terms of design the proposal replicates the broken form of Rowanweald to the north, but the proposed scale would be subordinate to the imposing neighbouring building. The proposed 3-storey height relates satisfactorily to Rowanweald which has 2½, 3 and 3½ storey elements, and also Maison Alfort beyond Rowanweald which is an undistinguished flat-roofed 4-storey block.

237 High Road to the south of the site has an adjacent 3-storey element, and a proposed gap of 5-9 metres with that property would help to preserve its more domestic character.

An angled siting in relation to the front boundary is shown, as per Rowanweald, and front garden depths of between 6-12 metres would provide an acceptable presence for the building on the streetscene, and enable the retention of the existing yew and sycamore trees.

The proposed service access would provide a modest amount of hardsurfacing at the front of the building, with a wide front garden area provided alongside.

At the rear the proposed parking area would be less extensive than the adjacent car park at Rowanweald and would enable retention of a rear garden of over 650m<sup>2</sup>.

Satisfactory elevational treatment is proposed and in this respect and in terms also of scale it is considered that the proposal would have an acceptable impact on the appearance and character of the area.

Cont...

## **2. Residential Amenity**

In terms of Rowanweald, the siting of the proposed building would respect the 45° vertical code in relation to facing flank wall windows in the neighbouring structure.

The only windows which are proposed to face Rowanweald are 3 side kitchen windows which would be over 10m from the boundary and some 20m from the neighbouring building. These relationships are considered to be acceptable.

In terms of no. 237, the 45° vertical code would be met in relation to a ground floor flank window. Proposed side kitchen windows would face a blank flank wall and side passageway at no. 237, thereby providing a satisfactory impact on amenity. It is suggested however that side bathroom and staircase windows be obscurely glazed.

At the rear the proposed service road extension would abut the rear boundaries of houses in Enderley Road which have back garden depths of some 35-45m. Such depths would prevent harm to amenity in terms of activity, noise and disturbance. The proposed rear car park would be a minimum of 20m from the back wall of no. 237, a greater distance than that of the car park at Rowanweald from the rear wall of no. 241. Given also that the proposed car park is smaller than that behind Rowanweald it is suggested that an acceptable relationship with the neighbouring property would be provided.

## **3. Service Road**

The provision of the service road extension complies with Policy T16 and Service Road Proposal 1. An appropriate S106 head of agreement is suggested to secure its provision in a satisfactory form.

## **4. Parking**

In view of the proximity of the site to public transport facilities, and Harrow Weald local centre, the provision of parking on a one-to-one basis is supported.

## **5. Consultation Responses**

- traffic congestion, light pollution, threat to security - it is not considered that these impacts would result from the proposals.
- 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 grant.

DEMOLITION OF NOS 32&34 & REDEVELOPMENT TO PROVIDE 10 FLATS IN A DETACHED 2 STOREY BUILDING WITH ACCESS AND PARKING

GILLETT MACLEOD PARTNERSHIP for MR G BIRCH

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## **RECOMMENDATION**

Plan Nos: OS Red line drawing, 90/1751/10, 11, 12.

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

- 1 The proposed development, by virtue of the size and siting of the proposed building and the extent of hardsurfacing, would give rise to an overdevelopment of the site, to the detriment of the character and appearance of the area.
- 2 The proposed access road and car parking areas would give rise to unacceptable levels of noise, disturbance and activity to the detriment of neighbouring residential amenities.

## **INFORMATIVES**

### **1 INFORMATIVE:**

The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, SH1, D4, D5, D9, EP12, T13, T15.

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## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

1. Character and Appearance of Area (SD1, SH1, D4, D5, D9)
  2. Residential Amenity (SD1, SH1, D4, D5)
  3. Parking/Highway Safety (T13, T15)
  4. Consultation Responses
- 

## **INFORMATION**

### **a) Summary**

Parking	Standard:	12
	Justified:	12
	Provided:	12
Site Area:	1845m <sup>2</sup>	
Habitable Rooms:	20	
No. of Residential Units:	10	
Density:	54 dph	108 hrph
Council Interest:	None	

Cont...

**b) Site Description**

- development site comprises pair of semi-detached houses nos. 32 and 34 Greenford Road, plus the rear part of the back gardens of nos 36 and 38, on eastern side of Greenford Road.
- nos. 16-42 Greenford Road all semi-detached properties with deep rear gardens.
- Sudbury Hill Playing Fields beyond the rear boundaries.
- rear gardens currently sub-divided by fences, with the rear part not being used as garden.
- vegetation along rear boundaries (eastern boundary) of properties on this side of Greenford Road.
- terraced housing on opposite side of Greenford Road, which is London Distributor Road.
- site within Residents Parking Zone.

**c) Proposal Details**

- demolition of no. 32 and 34 to permit provision of new access road into rear of site.
- 4.2m wide road with 5.2m wide strip at junction with Greenford Road, and 2 x lay-by parking spaces.
- buffer zone alongside road with width of 3.6-5.5m next to no. 30, and 4.4-6.4m adjacent to no. 36.
- erection of 2-storey building to provide 10 x 1 bedroomed flats, at least 16m beyond foreshortened rear boundaries of nos. 36 and 38.
- building 26.4m wide, approx 10m deep, with height of 9m to top of pitched hipped roof.
- red facing bricks plus brindle plain tiles proposed.
- car parking for 10 vehicles shown in front of building, plus lay-by space on each side of access road.
- rear garden depth of 12.4-13.6m, rear garden area some 430m<sup>2</sup>.

**d) Relevant History**

WEST/1212/02/OUT	Outline: demolition of nos 32 and 34, formation of access drive and erection of 2 pairs of semi-detached properties	GRANTED 14-JUL-03
P/2142/04/CFU	Demolition of nos 32 & 34, and redevelopment to provide 10 flats in detached 3 storey building with access and parking.	REFUSED 14-OCT-04

**Reasons of Refusal:**

1. The proposed development, by virtue of the siting, height, bulk and width of the building and lack of space around it, together with the extent of hardsurfacing, would represent an unacceptable overdevelopment of the site, and one which would be out of scale and damaging to the character and appearance of the area and the amenities of adjoining residential occupiers.

Cont...

2. The proposed development would give rise to the unacceptable overlooking of adjoining residential occupiers and, by virtue of the location and size of the proposed parking area, would give rise to unacceptable levels of activity, noise and disturbance in an area of residential rear gardens.

**e) Applicant's Statement**

- height and bulk of building have been reduced.
- now propose 2-storey scheme and relationship to boundaries is very similar to previously approved scheme for 4 x 2-storey houses.
- proposed building reduced to 2 storeys, moved further away from boundaries and lounges positioned to the rear of the block to minimise overlooking.

<b>f) Advertisement:</b>	Major Development		Expiry 13-JAN-05
<b>Notifications</b>	Sent 32	Replies 0	Expiry 03-JAN-2005

**APPRAISAL**

**1. Character and Appearance of Area**

The previous objection in terms of character related to the size of the building and the area of hardsurfacing. In terms of the former, the building although now containing 2 floors of accommodation compared with 3 as previously proposed, has only been reduced in overall height by about 1m and in width by some 3.5m. The amount of hardsurfacing in front of the building has been reduced as a result of a reduction in the amount of parking spaces in that location from 15 to 10. However, little scope would remain for a reasonable amount of planting to provide an adequate setting for the building and reflect the verdant nature of adjacent gardens.

It is considered therefore that these relatively modest revisions to the rejected scheme do not overcome the previously expressed concerns.

**2. Residential Amenity**

The front wall of the proposed building would be at least 16m from the rear boundaries of the foreshortened rear gardens at nos. 36 and 38, and some 30.6m from the rear walls of those houses. These separation distances comply with the relevant criteria in relation to 2-storey development in SPG to the 1994 UDP. As such it is considered that satisfactory relationships in terms of privacy and outlook would be provided.

Cont...

In terms of the access, the acceptability of a similar layout which sought to demolish 131-133 Whitchurch Lane for the provision of an access road to serve 8 new flats at the rear was the subject of a recent appeal decision. The Inspector considered, as vehicle noise in Whitchurch Lane is likely to be high, that it is particularly desirable that the areas to the side and rear of the houses adjacent to the access road should remain relatively peaceful.

He concluded, however, that “the vehicle noise likely to be associated with the residents of the proposed dwellings and their visitors using the access road and manoeuvring in the proposed turning area and parking bays close by, would noticeably increase the level of noise and disturbance experienced by the residents of nos. 129 and 135.” The appeal was dismissed.

Vehicle noise in Greenford Road is comparable to that in Whitchurch Lane, and nos 30 and 36 Greenford Road, and 129 and 135 Whitchurch Lane occupy identical relationships to the proposed access roads.

In the light of the Inspectors comments, and also that only 4 spaces fewer in total are proposed in this application compared to the previous one, it is suggested the amenities of adjacent residents would be unacceptably impaired by noise, disturbance and activity in the access road.

### **3. Parking**

An adequate number of spaces are proposed, but the resultant harm to the appearance of the area and neighbouring amenity is discussed above. The design of the proposed road complies with relevant highways guidance and would not have an adverse impact on highway or pedestrian safety.

### **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 refusal.

## SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

**LAND R/O 123-135 AND 139, PART OF REAR GARDEN  
OF 133 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

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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1)        Principle of Development
  - 2)        Character and Appearance of the Area
  - 3)        Residential Amenity
  - 4)        Parking/Highway Considerations
  - 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 and 139 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
- the access way is along land which is part of Stratton Close development

**c)        Proposal Details**

- outline application – siting and means of access to be determined
- development of 2 x 2 storey blocks, each containing 4 flats

continued/

Item 2/01 – P/2723/04/COU continued.....

- 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

**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

<b>Notifications</b>	<b>Sent</b>	<b>Replies</b>	<b>Expiry</b>
49	16	27	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. The Inspector for the above appeal did not object to the principle of development of the land in question.

continued/

**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.

**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/Highway Considerations**

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

The access is considered to be of adequate width for residential and emergency vehicles and provides for adequate visibility onto Whitchurch Lane.

**5) Consultation Responses:**

- Overdevelopment )
- Out of character )
- Overlooking ) Addressed above
- Loss of outlook )
- Lack of amenity space)
- Question of access )

**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.

CONTINUED USE OF 2ND& 3RD FLOORS AS A HOSTEL & USE OF GROUND & FIRST FLOORS AS OFFICES (CLASS B1) WITH ALTERATIONS TO OUTBUILDINGS.

PEARSON ASSOCIATES for VALUETIMES LTD

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## **RECOMMENDATION**

Plan Nos: HD2004/01; 02b; Site Plan

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

- 1 The change of use of the ground and 1st floors hereby permitted as Class B1 offices shall be begun before the expiration of five years from the date of this permission.  
REASON: To comply with the provisions of the Section 91 of the Town and Country Planning Act 1990.
- 2 The continued use of the 2nd and 3rd floors hereby permitted as a hostel shall be discontinued within 1 year 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 existing parking spaces shall be available and used only for parking in connection with the development hereby permitted and for no other purpose.  
REASON: To ensure satisfactory provision of parking areas, to safeguard the appearance of the locality and in the interests of highway safety.
- 4 Materials to Match

## **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:

Harrow Unitary Development Plan:

SD1 Quality of Design

H15 Hostels

EM8 Enhancing Town Centres

EM22 Environmental Impact of New Business Development

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Cont...

## MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Employment Policy (EM8, EM22)
  2. Hostel Policy (H15)
  3. Neighbouring Amenity (SD1, D4)
  4. Parking/Highway Issues
  5. Consultation Responses
- 

## INFORMATION

### a) Summary

Town Centre	Wealdstone - Sec		
Car Parking	Standard:	}	
	Justified:	}	See Report
	Provided:	}	
Site Area:	1025m <sup>2</sup>		
Floorspace:	1420m <sup>2</sup>	}	790m <sup>2</sup> Offices
		}	630m <sup>2</sup> Hostel

### b) Site Description

- Former retail/ office building on northern side of Headstone Drive within secondary retail frontage of Wealdstone District Centre
- Servicing area and car park to rear accessed from the shared service road running between this property and the parade of shops to the east, off Headstone Drive
- The adjoining site to the west is currently under redevelopment to provide a multiple storey housing block, rear gardens of residential properties on Gordon Road abut the rear of the site
- Headstone Road has been closed off to traffic at the junction with the High Street as part of the pedestrianisation works. The road is currently used for servicing access and limited on-street parking only, accessed off Ellen Webb Drive

### c) Proposal Details

- Continued use of 2<sup>nd</sup> and 3<sup>rd</sup> floors for hostel accommodation
- Change of use of ground and 1<sup>st</sup> floor from C1 hostel to B1 office space
- Alterations to rear bin store raising the height of the bin store by up to 1 metre with the addition of 2 flue grills in the east elevation for the accommodation of a new boiler
- New bin enclosure to be located adjoining new boiler accommodation

Cont...

**d) Relevant History**

EAST/1017/97/FUL	Alterations, staircase & roof extensions to form new floor & change of use from office to hotel (Class B1 to C1)	GRANTED 24-MAR-1998
EAST/185/99/FUL	Change of use of ground floor - showroom to hotel in conjunction with upper floors	GRANTED 21-MAY-1999
EAST/893/02/CON	Continued use as hostel (1 year permission)	GRANTED 13-SEP-2002
P/2160/03/CCO	Continued use as hostel (1 year permission)	GRANTED 07-NOV-2003

**e) Applicant's Statement**

- Lawful use of building prior to conversion to hotel was for offices.
- 2<sup>nd</sup> and 3<sup>rd</sup> floor will remain in use as hostel
- Principal reason for change because demand for accommodation significantly less than 2 or 3 years ago due to a change in circumstances for housing homeless people
- London Borough of Harrow still principal clients of the hostel, but it is rare for the hostel to be more than a third to half full these days
- As demand exists for office space, opportunity is taken to create a mixed use for the building that will enable hostel use to be retained at a level commensurate with the need and viability of the use, whilst at the same time allowing the remainder of the building to be used for office purposes.
- Car parking will remain in use and split between the office and hostel use, although clients of the hostel almost never possess vehicles and only one or two staff require parking spaces. Remainder of spaces will be available to B1 use
- Scheme incorporates the moving of the boiler to an enlarged boiler house in the semi-basement area at the rear. This will involve minor alterations to the elevations which would not cause a problem to neighbouring occupiers or the occupiers of the building and will enable the upgrade of the heating system

<b>f) Notifications</b>	Sent	Replies	Expiry
	51	2	07-DEC-2004

**Summary of Responses:** Support use of ground and 1st floors as offices as desirable to have owners' head office situated in building both for security purposes and good maintenance. Also good to use this space available for a local company which is wishing to expand; Not happy with continued use of 2nd and 3rd floors as hostel as the original use was for a hotel. There is a lack of such accommodation in the area, which is accessible to transport links, and this use would be preferable; Concerns relating to the actual use of the property, extra rubbish dumping, vandalism and burning down of shed. These things did not happen before the current use; object to increased height of boiler room, as this would affect views in association with development of the adjoining site; assume the boiler would be checked for emissions.

## **APPRAISAL**

### **1. Employment Policy**

Policy EM8 (Enhancing Town Centres) of the UDP encourages development that contains mixed uses as they help bring diversity to town centres and can help increase their vitality. The current application proposes such a mix with the ground and first floors converted for office use and the 2<sup>nd</sup> and 3<sup>rd</sup> floors retained for hostel accommodation. The ground floor was previously in retail use and the 1<sup>st</sup> floor as offices. The proposed office use would be utilised by the company who owns the building as their Head Office employing up to 55 people. It is considered that this would help to increase the vitality of the district centre.

Policy EM22 (Environmental impact of new business development) has regard, inter alia, to the suitability of the site for the proposed use in terms of the potential impact on neighbouring amenity and the character of the area together with the ability of surrounding roads to accommodate the generated traffic and the accessibility of the site. Loss of the land from another use is also considered. The site is suitable for office use by virtue of its location within a district centre together with good accessibility and proximity to public transport. Given the previous use of the site for office use it is not considered there would be any adverse impacts on neighbouring amenity or the environment. The loss of hostel use on the ground and 1<sup>st</sup> floors is not considered objectionable given the temporary permissions relating to that use and the change in need identified by the applicant.

### **2. Hostel Policy**

Policy H15 of the UDP favours proposals for the conversion of existing buildings to hostel use providing they are located in or near to a district centre or areas of good public transport accessibility and there would be no harmful concentration of such uses or unacceptable adverse environmental problems in surrounding areas.

As with the previous temporary permissions for hostel use at the site the current proposals for the use of the 2<sup>nd</sup> and 3<sup>rd</sup> floors only would satisfy those criteria. The site is located within a district centre and readily accessible by public transport. A harmful concentration of such uses would not be created and the use of the site for a hostel has only ever been allowed by temporary permissions for up to a year. This has enabled the continued monitoring of the situation in relation to impacts on surrounding properties as it is acknowledged that complaints have been received in the past. Likewise a similar condition is recommended for inclusion in the current application. The change of use of the ground and 1<sup>st</sup> floors to offices would also reduce the scale of the hostel use and any associated impacts.

Cont...

### **3. Neighbouring Amenity**

Hostels help meet the housing needs of particular groups of society and are appropriate in locations close to all facilities such as public transport and shops. Wherever they are located concerns are raised with regard to local amenity. In this instance initial problems with regard to the use appear to have been addressed and the current proposals to scale down the use of the site for hostel purposes to 2 floors would further reduce any impacts of the use.

There are no external physical alterations proposed to the front elevation and therefore no effect on the visual amenity of the streetscene. Likewise it is not considered that the modification of the bin storage area for use as an enclosed boiler room would have any detrimental impacts on the amenity of adjoining occupiers. The impacts of raising the walls by up to a metre would be negligible and the placement of flue grills to the west elevation would be directed away from neighbouring properties. The new bin storage area is considered sufficient to meet the needs of the development.

It is not considered that the use of the ground and 1<sup>st</sup> floors for offices would have an adverse effect on local amenity given the historical use of the site for offices and its location in a district centre.

### **4. Parking/Highway Issues**

There is parking within the site for 22 vehicles. Whilst there is no specific standard for the hostel use, the requirement for a B1 office use on a site of this size would be for a maximum of 4 parking spaces. The level of parking provided was previously considered sufficient and given the proximity of the site to transport links there is no objection raised on grounds of parking.

### **5. Consultation Responses**

These are largely dealt with by the report. It is also acknowledged that there have been complaints about the hostel use in the past, however the initial problems appear to have been addressed and by further reducing the use to 2 floors, any impacts of the use are also likely to be reduced.

## **CONCLUSION**

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

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**ALEXANDRA AVENUE PRIMARY CARE CENTRE,  
ALEXANDRA AVENUE, SOUTH HARROW**

**2/03  
P/3110/04/CVA/JH  
Ward: ROXBOURNE**

VARIATION OF CONDITION 11 OF PERMISSION  
P/2976/03/CFU TO REQUIRE THE PROVISION OF CAR  
PARKING PRIOR TO OCCUPATION OF THE BUILDING

DRANSFIELD OWENS DE SILVA for HARROW PRIMARY CARE TRUST

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## **RECOMMENDATION**

Plan Nos: C.1.5.11 rev. H

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

- 1 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan no.C.1.5.11 rev.H 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.

### **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
D4	Standard of Design and Layout
T13	Parking Standards

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## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Impact of Variation (SD1, D4, T13)
  - 2) Consultation Responses
- 

## **INFORMATION**

### **a) Summary**

Site Area: 3486m<sup>2</sup>

continued/

**b) Site Description**

- site on western side of Alexandra Avenue, approx. 400m north of the junction with Eastcote Lane and approx. 850m south of Rayners Lane Tube Station
- to north and south: 3 storey pitched roof blocks of flats
- to south-west, back gardens of semi-detached dwellings which face Malvern Avenue
- to the west is Alexandra School
- site is currently occupied by single storey health care buildings which are set back from the highway by approx. 25m
- one access to the site at its southern end
- topography: sloping from east to west with the highway being at a higher level than existing buildings

**c) Proposal Details**

- the application proposes to vary Condition 11 of the previous planning permission P/2976/03/CFU that requires the provision of car parking, turning and loading area(s) *prior to commencement* of the development. The variation would provide car parking, turning and loading area(s) *prior to occupation* of the development.

Condition 11 of the previous planning permission P/2976/03/CFU reads as follows:-

“The development hereby permitted shall not commence until the car parking, turning and loading area(s) shown on the approved plan no(s) BHHA/1.5.11 rev D 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.”

**d) Relevant History**

P/1875/03/COU	Outline: Redevelopment: 3 storey primary care centre (class d1) with lower ground floor parking up to 2,900m sq floor space, access	GRANTED 12-SEP-03
P/2976/03/CFU	Redevelopment: Detached 3/4 storey building to accommodate primary care centre and 10 units as key worker accommodation with access and parking.	GRANTED 19-MAR-04

**e) Applicant's Statement**

The object of the application is to avoid the practical and logistic difficulties imposed by completing the car park prior to the commencement of the main construction works.

**f) Notifications**

Sent  
82

Replies  
0

Expiry  
13-JAN-05  
continued/

## **APPRAISAL**

### **1) Impact of Variation**

The Condition was drafted in error and could not be complied with. It is considered that the proposed variation of condition to allow the provision of car parking, turning and loading areas prior to occupation rather than prior to the commencement of the development would not be in any way detrimental to the amenity of adjoining occupiers or the completed development. It would not be practical to complete such works prior to the commencement of the main construction works.

The site plan submitted with the application reflects the approved parking arrangement with the exception of a minor change to the disabled parking, which has been amended to comply with Part M of the Building Regulations (Access).

### **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.

57, 56, 76, 77, 94 & 95 CHASEWOOD PARK, SUDBURY HILL, HARROW P/3134/04/CFU/CM

Ward: HARROW ON THE HILL

RECONSTRUCTION OF FIRE DAMAGED PENTHOUSE FLATS

LEVITT BERNSTEIN ASSOC LTD for HOME NATIONWIDE

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## RECOMMENDATION

Plan Nos: 2520/PL/001, 2520/PL/002, 2520/PL/004, 2520/PL/005, 2520/L/002

**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

## INFORMATIVES

- 1 Standard Informative 23 - Considerate Contractor Code of Practice  
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  
SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens  
D4 Standard of Design and Layout  
D15 The Use of Statutorily and Locally Listed Buildings  
D16 Conservation Areas  
EP31 Areas of Special Character

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## MAIN CONSIDERATIONS

1. Neighbouring Amenity (D4)
  2. Appearance or Character of Conservation Area (SD1, SD2, D4, D15, D16)
  3. Appearance or Character of Area of Special Character (EP31)
  4. Consultation Responses
- 

Cont...

## **INFORMATION**

### **a) Summary**

Area of Special Character: Special Char & Adv  
Conservation Area: HARROW:SUDBURY HILL

### **b) Site Description**

- 5/6 storey flat development in 5 attached blocks around Grade II Listed Building (Chapel of Former Calvary Nursing Home) at Chasewood Park;
- penthouse flats at blocks 3, 4 and 5 recently destroyed by fire; blocks 1 and 2 unaffected;
- significant rise in ground level from south to north and from east to west, with buildings set down below ground level at the northern site boundary with Herga Court;
- large number of trees on all site boundaries and to north of blocks;
- Site located within the Sudbury Hill Conservation Area and Harrow on the Hill Area of Special Character and Metropolitan Open Land;

### **c) Proposal Details**

- Reconstruction of penthouse units to blocks 3, 4, and 5 as existing previous to fire.
- Layout, elevations and materials would replicate as closely as possible the original units
- Related application for Provision of Temporary Access, Egress and Roadway (P/3311/04/CFU) received on 22<sup>nd</sup> December 2004

Various applications relating to revised schemes for flats (refused), parking (allowed on appeal), boundary wall (granted) and chapel (granted) between 1983 and 1994

### **d) Relevant History**

LBH/32876	Conversion of chapel to 2 self-contained flats with multi purpose hall and extension to provide swimming pool at single storey and 5/6 storey building to provide 95 flats with parking	GRANTED 10-JUN-1988
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### **e) Applicant's Statement**

Statement submitted with application, received on 1<sup>st</sup> December 2004, as follows: As noted on the drawings and on form TP1 these proposals cover only the reconstruction of fire damaged penthouse flats and we confirm that this does not involve any changes in the design, appearance or extension to the demises

Cont...

**f) Consultations**

CAAC:	No Objections		
<b>Notification</b>	Sent	Replies	Expiry
	91	1	04-JAN-2005

**Summary of Response:** Important that pedestrian gate opposite South Hill Avenue is reinstated for use as at present

## APPRAISAL

### 1. Neighbouring Amenity

The proposal would replace the penthouse flats damaged by fire with units of similar design, proportions and layout. The proposed floor plan for the replacement units is identical to the previous scheme. The units would be sited a significant distance from the residential properties at Herga Court (over 70m) and Sudbury Lodge (60m) and no additional windows or terraces are proposed. Therefore it is not envisaged there would be any impact to neighbouring amenity.

### 2. Appearance or Character of Conservation Area

The proposed units would have the same general design and proportions including width, height and roof arrangement as the pre-fire units. The materials would also match the original, with facing brickwork and stone banding to match the remaining walls and artificial slate with lead flashings for the roof.

Overall it is considered that the proposals would preserve the character and appearance of the Sudbury Hill Conservation Area.

### 3. Appearance or Character of Area of Special Character

Given that the proposed units would be identical in scale and appearance to the pre-fire units, it is not considered that the appearance or character of the Harrow on the Hill Area of Special Character would be affected.

### 4. Consultation Responses

The current application does not relate to the pedestrian access gate, which appears to be closed pending the safe reinstatement of the penthouse units.

## 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 AND TWO STOREY REAR EXTENSIONS

LAWRENCE VACHER PARTNERSHIP for MR & MRS M PATEL

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## **RECOMMENDATION**

Plan Nos: 1250 site plan, Drawing No. 6 Rev A, Drawing No. 8 Rev 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)  
The development shall be completed in accordance with the approved details and shall thereafter be retained.  
REASON: To safeguard the appearance of the locality.

## **INFORMATIVES**

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 31 - No Future Extensions
- 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:  
SEP6 Areas of Special Character, Green Belt and Metropolitan Open Land  
SD1 Quality of Design  
SD2 Conservation Areas, Listed Buildings, Sites of Archaeological Importance and Historic Parks and Gardens  
EP33 Development in the Green Belt  
EP34 Extension to Buildings in the Green Belt  
D4 Standard of Design and Layout  
D14 Conservation Areas  
D15 Extensions and Alterations in Conservation Areas

Cont...

## MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Character and Appearance of Conservation Area (SD1, D4, D14, D15)
  2. Green Belt Land and Area of Special Character (SEP6, EP33, EP34)
  3. Residential Amenity (SD2, D4)
  4. Consultation Responses
- 

## INFORMATION

### a) Summary

Council Interest: None

### b) Site Description

- The subject site is a large residential property located on the prominent north west corner of Pinner Hill & South View Road;
- The building on the subject site is a double storey detached dwelling sited within a large landscaped garden setting;

### c) Proposal Details

- Construct a part first floor side and two storey rear extensions. The extensions would follow the general design & profile of the main dwelling and would incorporate a hipped, pitched roof;
- The materials are nominated to consist of matching bricks and tiles;
- Overall the proposal has been redesigned and scaled back in width from the previously proposed development that was recently refused;

### d) Relevant History

P/2029/04/CFU First floor side extension

REFUSED  
17-NOV-2004

Reasons for Refusal:

1. The proposed extension, by reason of its size and siting, would provide an inappropriate disproportionate addition to the building and an obtrusive form of development which would dominate the original dwellinghouse and interrupt views across the site, to the detriment of the character and appearance of the Green Belt, the Pinner Hill Estate Conservation Area and the Area of Special Character.

Cont...

**e) Applicant's Statement**

Further to the rejection of our client's previous application reference P/2029/04/CFU and following our discussions with Ed McAllister we enclose a revised planning application for the extension of the above property. These plans are similar to those discussed with Mr McAllister except that the front porch has been deleted, the windows have been detailed and an existing roof plan has been added.

We enclose calculations that show the increase in the footprint of the building of these proposals and the previous extension to the property is 33% and the increase in floor area 27%.

**f) Consultations**

**CAAC:** Objection: the site extension would unbalance the symmetry of the front elevation, because it would not be set back from the front elevation. The side extension should therefore be set back by 0.5m from the front elevation to ensure that it appears subservient. With regards to materials (brick and roof tiles) and pointing, concerns were raised that it would be difficult to exactly match with the original building.

<b>Advertisement:</b>	Character of Conservation Area	Expiry	
		06-JAN-05	
<b>Notifications</b>	Sent	Replies	Expiry
	5	0	28-DEC-04

**Summary of Response:** None

**APPRAISAL**

**1. Conservation Area Character and Appearance**

It is considered that the redesigned proposal has now achieved a design that is both sympathetic and complimentary to the existing building. The revised plans are an improvement from the previous application, as the overall bulk of the extension has been dramatically reduced. The revisions would improve the currently awkward roof alignment at the side of the property, with the flat roof removed and the central valley arrangement maintained. The extension would match the prevailing form and general style of the existing building to ensure that the character and appearance of the Conservation Area would be preserved.

Cont...

CAAC comments are noted, however it is considered that the suggested modifications would result in an awkward roof form to the end of the building. Furthermore, concerns of unbalancing the symmetry is not considered of paramount concern as the building is not strictly symmetrical in design. Lastly, a condition would require material samples to be submitted to ensure a suitable match is secured.

## 2. Green Belt Land and Area of Special Character

With respect of the extension of dwellinghouses, Green Belt polices aim to restrict the increase in size of dwellings within the Metropolitan Green Belt, in order to safeguard the openness of it. It is noted that the dwelling has previously accommodated some quite small additions. The subject site and surrounds are predominantly characterised by medium sized dwellinghouses set in ample plots. With regard to proposed additions it is highlighted that although the extension would be visible from the streetscape that the proposed buildings remain concentrated to one area of the large land parcel. It is considered that the proposed extension would not have a detrimental impact on the openness of the locality with respect of the Green Belt land classification. Furthermore it is considered that the proposed extensions are appropriate and are not disproportionate in size when compared to the original house. Accordingly it is deemed that the proposed additions would not be harmful to the Green Belt.

	Original (dwelling & outbuildings)	Existing (dwelling only)	% over original	Proposed (dwelling additions)	% over original
Footprint (m2)	175.4	221.2	26 %	232.8	32.7%
Floor Area (m2)	284.3	330.1	16.1%	373.27	31.2 %

## 3. Residential Amenity

As the proposed additions accommodate ample horizontal separation from neighbouring dwellings, there is no concern that the proposed additions would pose a detrimental impact for any adjoining neighbours.

## 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.

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

S DADAMIYA for MR S BHARDE

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**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

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#### **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

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Cont...

## **INFORMATION**

Details of this proposal were reported to the Committee, at the request of a nominated Member, on 11th January. The Committee resolved to defer the determination of the application for a Members' site visit. This took place on 22nd January at 10am.

### **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
P/2164/04/DFU	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

<b>f) Notifications</b>	Sent 24	Replies 25	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 349m<sup>2</sup> useable amenity space would be retained. The area would be formally subdivided to provide separate areas of 134m<sup>2</sup>, 129m<sup>2</sup> and 115m<sup>2</sup>. 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 180m<sup>2</sup> 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 (744m<sup>2</sup>) and allows for an extension of greater floorspace (111m<sup>2</sup>) than those of the appeal scheme (344m<sup>2</sup> and 60m<sup>2</sup> 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.

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**FARAWAY, 2 SOUTH VIEW ROAD, PINNER**

**2/07**

**P/2851/04/CFU/JH**

Ward: PINNER

EXTENSION OF DRIVE AND FORMATION  
OF NEW VEHICULAR ACCESS WITH NEW  
ENTRANCE GATES AND GATEPOSTS  
(REVISED)

LAWRENCE VACHER PRTNSHP for MR A GORSLAR

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## **RECOMMENDATION**

Plan Nos: Site Plan; 04

**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) wooden gate posts and gates including colour
  - (b) aggregate and brick edgingThe 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 driveway surface must be constructed in accordance with the 'No-Dig Construction' methods detailed in the attached leaflet: "Trees in Focus: Practical Care and Management. Driveways Close to Trees".  
REASON: To ensure that no harm is caused to the pine tree sited near the front boundary of the property.
- 4 Landscaping to be Approved
- 5 All planting, seeding or turfing comprised in the approved plans shall be carried out in the first planting and seeding seasons following the completion of the development. Any existing trees or shrubs which, within a period of 2 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of similar size and species, unless the local authority agrees any variation in writing.  
REASON: To safeguard the appearance and character of the area and to enhance the appearance of the development.
- 6 The existing access(es) shall be closed when the new access(es) hereby permitted is / are brought into use, and the highway and site frontage shall be reinstated in accordance with details to be submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the reinstatement works have been completed in accordance with the approved details. The works shall thereafter be retained.  
REASON: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway. continued/

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:

SEP5 Structural Features

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

SD1 Quality of Design

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

EP31 Areas of Special Character

EP32 Green Belt - Acceptable Land Uses

EP33 Development in the Green Belt

EP34 Extension to Buildings in the Green Belt

D4 Standard of Design and Layout

D14 Conservation Areas

D15 Extensions and Alterations in Conservation Areas

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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

1) Appearance or Character of Conservation Area (SD1, SD2, D14, D15)

2) Green Belt Land and Area of Special Character (SEP5, SEP6, EP31, EP32, EP33)

3) Residential Amenity (D4)

4) Consultation Responses

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**INFORMATION**

**a) Summary**

Area of Special Character

Conservation Area: Pinner Hill Estate

**b) Site Description**

- two storey detached dwelling set in a large plot on the northern side of South View Road
- site located in the Pinner Hill Estate Conservation Area, Metropolitan Green Belt and Area of Special Character
- the property has recently undergone extensive alterations and a further access was formed in the western frontage boundary without planning permission
- mature hedging is sited on the front boundary together with a large Pine nearby
- the area is characterised by large detached dwellings set in sizeable plots with a semi-rural outlook

continued/

**c) Proposal Details**

- formation of a new central access and curved driveway
- drive to be formed of bound aggregate with brick edging
- timber posts and 5 bar gates to be hung either side of new access
- reinstatement of grass verge and hedging in place of existing access points (1 authorised and 1 unauthorised)

**d) Relevant History**

WEST/188/97/FUL	Removal of existing concrete/tarmac driveway and replacement with block paving	REFUSED 16-MAY-97
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Reason for refusal:

“The proposed driveway, by reason of its inappropriate materials would be unduly obtrusive and incongruous and would be harmful to the character and appearance of this part of the Conservation Area.”

WEST/214/02/FUL	Demolition of garage, part single, part two storey side extension, single storey rear extension and front alterations	GRANTED 06-JUN-02
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P/433/04/CFU	Extension of drive and formation of new vehicular access with new entrance gates and gateposts	REFUSED 07-APR-04
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Reason for refusal:

“The proposed driveway extension, formation of new access and addition of new gateposts and gates to the front of the property, by reason of unsatisfactory materials, design and appearance, would detract from the character and appearance of the property and this part of the South Hill Avenue Conservation Area, the Metropolitan Green Belt and Area of Special Character.”

**e) Consultations**

CAAC: No objections

<b>Advertisement</b>	Character of Conservation Area	Expiry 25-NOV-04
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<b>Notifications</b>	Sent 5	Replies 1	Expiry 22-NOV-04
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**Summary of Response:** Constant problems when it rains with muddy water draining through Faraway and pooling in and in front of driveway opposite, this problem has arisen since the creation of a new driveway, despite the refusal of this additional driveway by the Council 6 months ago, the driveway is still used and it is surprising that the grass verge and hedge has not been reinstated.

continued/

## **APPRAISAL**

### **1) Appearance or Character of Conservation Area**

The proposed driveway and materials including gateposts and 5 bar gates have been designed in order to address the previous reasons for refusal and preserve the semi-rural character of the locality. A single access point is considered acceptable and overall the proposals would preserve the character and appearance of the site together with the Pinnerwood Park Estate Conservation Area. Conditions are suggested to ensure the suitability of materials, the protection of an existing Pine tree near the front of the site and the replanting of hedging and reinstatement of the grass verge.

### **2) Green Belt Land and Area of Special Character**

The proposals would retain the character and openness of the site and represent an improvement of the current situation by the formation of a single central access and the closure of 2 further accesses. The environmental character of the site would be enhanced with the reinstatement of the grass verge and the replanting of hedging in the gaps where the accesses were previously. The choice of materials and design would preserve the semi-rural character of the locality.

### **3) Neighbouring Amenity**

It is not envisaged there would be any impact to residential amenity.

### **4) Consultation Responses**

The proposal would alleviate the drainage problems outlined in the response with the reinstatement of the grass verge and hedging at the unauthorised access point identified as causing the problem.

## **CONCLUSION**

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

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**8 VILLAGE WAY, PINNER**

**2/08**  
**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

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## **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 AND POLICIES (2004 UDP)

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

## INFORMATION

This application was deferred at the Committee meeting on 11th January in order to undertake a Members Site Visit which took place on 22nd January.

### 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 Conservative Associations 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
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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:

continued/

**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

**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.

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**UNIT 4, CENTRAL DEPOT, FORWARD DRIVE, HARROW**      **2/09**  
**P/2967/04/CLA/RJS**  
Ward: KENTON WEST

CHANGE OF USE: WAREHOUSE STORAGE TO TRAINING FACILITY AND ALTERATIONS INCLUDING: FIRE ESCAPE, CANOPY, DISABLED RAMPS, BIN ENCLOSURE & NEW PEDESTRIAN ACCESS TO KENMORE AVENUE

THE WILSON PARTNERSHIP for LONDON BOROUGH OF HARROW

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## **RECOMMENDATION**

Plan Nos: Drawing No. 337/TP/01, 337/TP/02, 337/TP/03, 337/TP/04, 337/TP/05, 337/TP/06A, 337/TP/07A, 337/TP/09A.

**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 Restrict Industrial Activities to Buildings
- 3 The number of students/trainees on site at any one time shall not exceed a maximum of forty eight (48).  
REASON:  
a: To safeguard the amenity of the locality.  
b: In the interests of Highway safety.
- 4 The number of teaching and administration staff on site at any one time shall not exceed a maximum of seven (7).  
REASON:  
a: To safeguard the amenity of the locality.  
b: In the interests of Highway safety.
- 5 The use hereby permitted shall not be open to students/trainees outside the following times:-  
a: 08:30 hours to 21:30 hours, Monday to Friday;  
b: 08:30 hours to 17:00 hours Saturday.  
c: and at no times on Sundays or Bank Holidays, without the prior written permission of the local planning authority.  
REASON: To safeguard the amenity of the locality.

## **INFORMATIVES**

- 1 Standard Informative 23 - Considerate Contractor Code of Practice
- 2 Standard Informative 27 - Access for All

Cont...

- 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:  
S1      The Form of Development and Pattern of Land Use  
SD1     Quality of Design  
EP25   Noise  
D4      Standard of Design and Layout  
T13     Parking Standards  
C16     Access to Buildings and Public Spaces

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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

1.      Proposed Use & Amenity of Locality (S1, EP25)
2.      Character and Appearance of Locality (SD1, D4)
3.      Parking & Highway Safety (T13)
4.      Accessibility (C16)
5.      Consultation Response

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**INFORMATION**

**a)      Summary**

Car Parking	Standard:	on merit
	Justified:	
	Provided:	3
Site Area:	6352m <sup>2</sup>	
Floorspace:	Existing: 380m <sup>2</sup>	
	Proposed: 505m <sup>2</sup>	
Council Interest:	Council-owned site	

**b)      Site Description**

- The application relates to Unit 4 of the Council Depot site;
- The existing building is a large double height warehouse building accommodating a footprint of 12.5 metres by 30.0 metres;
- The warehouse is currently vacant after its use for the Council's archive storage ceased;
- The rear elevation faces onto Kenmore Avenue, with steel picket fence to a height of 2.5 metres located along this boundary line;
- The existing north west facing front elevation is orientated into the Depot site;

Cont...

- Three on site vehicle parking spaces are accommodated to the front of the building;
- The existing building abuts adjoining depot buildings to the north east through to the south east;
- The existing building faces Kenmore Avenue and the adjacent recreation ground and associated community hall to the south and south east;
- The railway line located 50 metres to the south west provides a buffer from the nearest residential properties;

**c) Proposal Details**

- The proposal encompasses internal and external alterations to the warehouse building to allow it to be used as a Skill Training Centre;
- The proposed works broadly comprise:
  - modifications of internal areas and creation of a 1<sup>st</sup> floor within the building,
  - new main entrance and disabled ramp access provided within the north east facing elevation;
  - 1<sup>st</sup> floor escape stairs attached to the north east facing elevation;
  - refuse bin enclosure & disabled access ramp attached to the north west facing elevation;
  - a shade canopy structure installed within the open space area to the to the northern side of the warehouse, &;
  - addition of new pedestrian access gates to Kenmore Avenue as the main entrance to the site;
- The proposed use encompasses a Skill Training Centre to provide industrial-related training to young people and adults;
- The Skill Centre proposes to accommodate 48 trainees with 7 associated teaching and administration staff;
- The hours of operation are proposed to be Monday to Friday 8.30am to 9.30pm and 8.30am to 5.00 pm Saturdays;

**d) Relevant History**

None.

**e) Applicant's Statement**

The existing warehouse has been used for many years as archive space on the Ground Floor. This storage was not efficient, as use was not made of the double height space of the unit, or the external area, and did not add value to the Depot as a whole. The modifications make use of both the external area and the double height internal space.

Cont...

Proposals would create a training industrial unit for young people and adults, who are more receptive to practical learning courses than academic courses. Traders would include painting, plastering, plumbing electrics, and bricklaying. Also computer based teaching with the aim of them continuing under apprenticeships with local industrial and construction firms. Skills Centre to be a flagship for other future Skills Centres around the country. The managing agent for the Skills Centre will be Harrow College, and the client is People First.

The hours and days of operation of the Skill Centre are:

5 no weekdays from 8.30 a.m. to 9.30 p.m., Saturdays from 8.30 a.m. to 5.00 p.m.

3 no. staff car parking spaces (4800mm x 2400mm bay sizes) are located on NW side of the building. Additional staff car parking is available in the car park on the Depot site, and street parking on Kenmore Avenue. Trainees are to be discouraged from using private cars, as adequate public transport to the Skill Centre is available.

The Harrow College will actively seek to work in partnership with local employers and organisations who can support the training programmes by providing expertise in the specific skills, whilst at the same time assisting in the provision of work placements/future employment for the trainees.

The South East Development Agency (SEEDA):

1. There has been a growing interest from schools in the south east to offer vocational options to pupils alongside academic studies. This need has been addressed through schools working in collaboration with their local Further Educational Sector and businesses, where the appropriate training or work experience facilities can be provided.
2. Construction-related training is now restricted due to inadequate provision in the south east. In some localities there is a need to develop alternative facilities, like construction skill centres, which have staff expertise and equipment necessary for the pupils to undertake training for a variety of entry levels/qualifications or other work sampling in main construction trades.
3. Therefore the location of the Skills Centre must be within an industrial location in order that the trainees can exhibit their skills within the safe environment of the Skills Centre to local potential employers who are sited at the Central Depot or visit the Depot on a regular basis already.
4. The Harrow College is geared up to operating this new type of training centre. However, this type of training can be noisy, which cannot be done in a normal educational setting surrounded by residential properties. Therefore this location is deemed to be suitable for training students for the construction industry and allied business. Furthermore, it is conducive to the trainees learning to be surrounded by industry, which is relevant to their courses.

Cont...

5. This scheme adds value to the Central Depot, and can also benefit from the Central Depot location, enabling it truly to be a flagship scheme for future Skills Centres.

<b>f) Notifications</b>	Sent 4	Replies 0	Expiry 22-DEC-04
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**Summary of Response:** None

## **APPRAISAL**

### **1. Proposed Use & Amenity of Locality**

The proposed use would be provided within an existing local authority site, the Depot. The processes and skills being taught at the Skills Centre are focused towards industry. Therefore as the Skills Centre is likely to generate noise associated with its training, it would be inappropriate to be located within a normal school site, given most schools tend to be either within or close proximity to residential areas. Therefore the proposed Skills Centre is considered to be appropriately located, subject to it not harming the amenity of the locality.

With regard to its specific location the subject building is located within the Depot site where industrial type and related uses are generally expected. In addition the site of the Skills Centre is isolated from any residential properties and is specifically separated from nearest residential properties to the south by the railway line, some 50 metres to the south west. Given the location within a Depot site and its relative isolation from residential properties, there is no concern that any of the uses undertaken as part of Skill Centre would cause material harm to residential amenity.

### **2. Character and Appearance of Locality (SD1, D4)**

The proposed works comprise internal modifications and external works in the form of the installation of new access points (to both the site and building), and an associated outdoor amenity shelter. The works would allow the proposed Skills Centre to operate effectively, would be satisfactory in appearance, nor would have any detrimental amenity impact. The proposals would be an improvement to the neighbourhood character and appearance.

### **3. Parking & Highway Safety**

Although there is limited on site parking in the form of three parking spaces, it is considered that there is adequate available on street parking to accommodate any overflow, whilst the site is also well serviced by public transport of which it is envisaged that a number of students would take advantage. Additionally the new pedestrian access proposed to Kenmore Avenue would ensure pedestrian safety by avoiding the need for students and trainees to access the site through the Depot itself. Therefore the change of use is considered acceptable on parking and highway safety grounds.

Cont...

**4. Accessibility**

The application proposes the implementation of new disabled ramps to improve access into the building as part of the overall development.

**5. Consultation Response**

None.

**CONCLUSION**

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

## SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

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3/01

219 ALEXANDRA AVE, SOUTH HARROW, EX TITHE FARM P.H. P/2661/04/CFU/JH

Ward: ROXBOURNE

USE OF PART OF CAR PARK FOR THE HAND WASHING AND VALETING OF CARS.

ARTIAN SHEHU

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### RECOMMENDATION

Plan Nos: 989/011 received 14th December 2004, Site Plan.

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

- 1 The proposed use of the car park for the hand washing and valeting of cars, by reason of unsatisfactory siting in relation to the neighbouring residential properties, and associated disturbance and general activity would be harmful to the residential amenities of the occupiers of those properties.
- 2 The proposed use of part of the car park for the hand washing and valeting of cars would result in a loss of car parking spaces for the existing public house use, parking at busy periods and the likely increase in parking on the neighbouring highway(s) which would be detrimental to the free flow and safety of traffic.

### INFORMATIVES

- 1 **INFORMATIVE:**  
The following policies in the Harrow Unitary Development Plan are relevant to this decision: SD1, EP25, D4, T13
- 

### MAIN CONSIDERATIONS AND POLICIES (2004 UDP)

1. Neighbouring Amenity (SD1, EP25, D4, T13)
  2. Parking (T13)
  3. Consultation Responses
- 

### INFORMATION

#### a) Summary

Site Area: 2880m<sup>2</sup>  
Floorspace: 406m<sup>2</sup>

Cont...

**b) Site Description**

- Existing car parking area within the north-western corner of the site occupied by the Matrix Bar on the corner of Alexandra Avenue and Eastcote Lane.
- Piles of rubbish/fly tipping located to the rear of the car park.
- Small parade of shops located opposite.
- Adjoining properties to the north occupied by single storey garages together with a petrol filling station and to the west lie the rear gardens of residential properties fronting Rowe Walk.

**c) Proposal Details**

- Change of use of 406m<sup>2</sup> of existing pub car parking for use as hand car wash and valet service.
- Hours of operation 09.00 Hrs – 17.30 Hrs, 7 days per week.
- 3 staff to be employed.
- 15-20 vehicles expected per day.
- 1x jet washer for cleaning cars.

**d) Relevant History**

None.

**e) Applicant's Statement**

- People use this area as a public car park and as there is no-one to overlook this area they also dump their garbage, used vehicles, fridges, etc.
- The applicant (Mr A Shehu) has been selected to use this part to maintain cleanliness of the area and use it as a car wash.
- There is no car wash within an approximate 1 mile radius and this could keep this area hassle free.
- No change to structure of original building or surrounding area and no intention of doing this in the future.
- Every attempt made to comply with health and safety requirements and customer safety.

**f) Notifications**

Sent	Replies	Expiry
12	2	07-DEC-04

**Summary of Response:** Residents at rear of car park have already experienced the use of the car park as a car wash as this service was operational prior to the application and object for the following reasons: Noise - The service starts between 7.30 and 8.00 every day including weekends when residents are awoken by voices, cars and water jet machinery; Environmental impact – Rubbish accumulates at the rear of the car park. Rear wall of building used as toilet. These are visible from the rear windows of adjoining dwelling; Drainage – Surplus water runs elsewhere. Rear of residential garage parallel to car wash resulting in damp problems.

Cont...

Matrix (pub/ bar) was previously granted a Public Entertainment Licence (PEL) on 19<sup>th</sup> Nov 2002. In considering application for a PEL the Panel took into account the availability of the car park for customers in order to minimise the effect of car parking in local streets. The current application would reduce parking spaces. Proposals have health and safety implications, which may hinder emergency evacuation of the premises, including the effect of any permanent or temporary structures, the effect of water on the ground and the use of machinery.

## **APPRAISAL**

### **1. Neighbouring Amenity**

The site was previously used for a car wash and valet service without the benefit of planning permission. This use was subsequently discontinued and the current application submitted.

The immediate locality is characterised by a mix of residential and non-residential properties with access to the site via the busy Alexandra Avenue. Immediately to the rear of the site are a number of 2-storey residential properties fronting 15 – 25 Rowe Walk. The rear wall of the nearest dwellings would be approximately 15m from the proposed carwash site and the rear gardens of those properties would be almost immediately adjacent. The site boundary is defined by a tall close-boarded fence.

In these circumstances it is considered that the operation of a car wash service as proposed in close proximity to those residential properties would be harmful to their residential amenity due to noise and disturbance caused by people using the site, the jet wash machine, and the coming and going of vehicles. An objection has been received from residents at the rear of the site confirming this as the carwash and valet service was operational prior to this application.

### **2. Parking**

The site is currently used for parking associated with the bar/pub and the use of the area for a car wash would preclude this use, particularly at busy times. This could result in some parking displacement and undesirable parking in surrounding residential streets. The applicants have indicated that the car wash would not be operational at times when the pub was busy, however it is beyond the scope of this application to ensure that this would happen and the loss of parking remains objectionable.

### **3. Consultation Responses**

The accumulation of rubbish and the use of the rear of the site as a toilet whilst undesirable are not material considerations for this application. Likewise health and safety issues whilst important are covered under other legislation. Other matters raised covered by the report above.

Cont...

**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.

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**33-35 BRIDGE STREET, PINNER**

**3/02**  
**P/2976/04/DVA/OH**  
Ward: PINNER

VARIATION OF CONDITION 2 OF PLANNING  
PERMISSION LBH 33149 TO ALLOW OPENING HOURS  
6AM TO MIDNIGHT EACH DAY

PLANWARE LTD

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**RECOMMENDATION**

Plan Nos: Site/Location plan.

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

- 1 The proposed opening hours (6am-midnight) each day would result in increased disturbance and general activity at unsocial hours to the detriment of the amenities of neighbouring residents.

**INFORMATIVES**

- 1 **INFORMATIVE:**  
The following policies in the Harrow Unitary Development Plan are relevant to this decision:  
EP25 Noise  
EM25 Food, Drink and Late Night Uses
- 

**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

- 1) Residential Amenity (EP25, EM25)
  - 2) Consultation Responses
- 

**INFORMATION****a) Summary**

Town Centre Pinner

**b) Site Description**

- three storey mid-terraced building located on the south western side of Bridge Street, close to the junction with Love Lane
- located within Pinner District Centre, within parade designated as primary shopping frontage
- ground floor in use as an A3 McDonald's Restaurant, the remaining upper floors are residential
- on-street parking restricted (pay and display)

**c) Proposal Details**

- the application proposes a variation of Condition 2 of planning permission LBH/33149 to allow opening of the McDonald's Restaurant to 6am – midnight each day compared to the current 7am – 23.30pm (Mondays to Saturdays) and 9am – 22.30pm (Sundays and Bank Holidays)

continued/

**d) Relevant History**

LBH/33149	Change of use from retail to restaurant with ancillary storage on ground floor and a staff room on first floor	REFUSED 10-SEP-87 ALLOWED ON APPEAL
WEST/676/97/FUL	Change of use: Ancillary A3 to residential (Class C3) to provide 6 flats	GRANTED 20-NOV-97
WEST/1186/02/REN	Renewal of planning permission to permit change of use: ancillary A3 to residential for 6 flats on 1st and 2nd floors	GRANTED 23-12-02

**e) Applicant's Statement**

We understand that the restaurant has been operating for some time without causing amenity problems.

<b>f) Notifications</b>	Sent 14	Replies 3	Expiry 07-DEC-04
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**Summary of Responses:** Friday and Saturday evenings already noisy enough, proposal will lead to further noise past midnight, more crime, further opportunity for confrontation and violence, increased disturbance.

**APPRAISAL**

**1) Residential Amenity**

It is proposed to change the opening hours of the McDonalds restaurant from 7am – 23.30 pm (Mondays to Saturdays), 9am – 22.30pm (Sundays and Bank Holidays) to 6am – midnight each day. The variation of this condition is considered to be unacceptable in relation to the amenity of neighbouring residents. It is considered that extending the opening hours of the McDonalds restaurant would be likely to cause unreasonable disturbance to the nearby residents, especially the occupiers of the flats above.

It is considered that extending the hours one hour past the closing time of local public houses (11pm), compared to the current half hour past closing time would inevitably attract more patrons to the McDonalds restaurant, causing undue disturbance to the residents above at an unsocial hour. This is supported by Policy EM25 whereby it states "Applications will be assessed on their merits, but where premises are close to residential properties... they will be particularly scrutinised... Where it is probable that unreasonable residential disturbance will occur from pedestrian or vehicular activity as a result of the use, either inside or outside the building, permission is unlikely to be granted."

continued/

Extending the opening hours one hour earlier each day is also considered to be an issue. It is reasonable to assume that many of the early morning visitors to the McDonalds restaurant would arrive by car and park on the nearby highway, before the imposed parking restrictions. Therefore there is no objection with regards to traffic. However, additional activity at this unsocial hour is considered to be unreasonable and would be inconsiderate to the neighbouring occupiers.

**2) Consultation Responses**

Disturbance and nuisance issues (related to noise) 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 refusal.

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**27 BEAUFORT AVE, HARROW**

**3/03**

**P/3081/04/DFU/OH**

Ward: KENTON WEST

CONVERSION OF HOUSE TO 2 SELF-CONTAINED FLATS WITH PARKING IN FRONT GARDEN (REVISED)

K SISODIA for MR B LAGAN

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## **RECOMMENDATION**

Plan Nos: KS/04/01 Rev A, site/location plan.

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

- 1 Refusal - Parking in Front Garden - Appearance
- 2 Refusal - Parking in Front Garden - Ped. Access & Refuse
- 3 Refusal - Parking and Amenity Impact

## **INFORMATIVES**

- 1 **INFORMATIVE:**  
The following policies in the Harrow Unitary Development Plan are relevant to this decision: SH1, SH2, EP25, SD1, D4, D5, D9, H9, T13
- 

## **MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

1. Conversion Policy (H9, SH1, SH2)
  2. Traffic and Highway Safety/Parking (T13)
  3. Character of Area (SD1, D4, D5, D9)
  4. Consultation Responses
- 

## **INFORMATION**

Details of this application are reported to Committee as the recommendation conflicts with a previous decision.

### **a) Summary**

Car Parking	Standard:	2.8
	Justified:	2.0
	Provided:	0
Council Interest:	None	
No. of Units:	2	

Cont...

**b) Site Description**

- Mid-terrace dwelling located on northern side of Beaufort Avenue
- Property has single storey rear extension
- Rear garden to an approximate depth of 25 metres
- The site has hard surfaced area to the front
- The site is located within close proximity to bus-routes along Christchurch Avenue/Streatfield Road and shops/services

**c) Proposal Details**

- The application proposes the conversion of the property into two self-contained units
- Both units would have two bedrooms
- Access to the units would be provided through the existing front door, with the internal communal hallway split into two for the respective flats
- Access to the garden for the ground floor flat would be direct, it is proposed to provide access for the first floor flat via a side access alley and through the rear outbuilding
- Parking is proposed on the existing driveway

**d) Relevant History**

P/1630/04/DFU	Conversion of house to two flats.	REFUSED 09-SEP-2004
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Reason:

1. The proposed under-provision in parking by one space would give rise to overspill parking to the detriment of the amenity of neighbouring residents.
2. The additional dwelling would give rise to increased noise and activity which would be detrimental to amenity of neighbouring residents.
3. The lack of access to the rear garden from the first floor flat is unacceptable in this location.

**e) Applicant's Statement**

None.

**f) Notifications**

Sent	Replies	Expiry
12	8 plus 1 petition (containing 44 signatures)	17-DEC-2004

Cont...

**Summary of Response:** Driveway not big enough for two cars, parking problems, noise, change stability of this mixed community, out of character, high-density housing puts pressure on services, 'stacking' of rooms within the dwelling and in relation to conflicting uses with the adjoining dwellings, invasion of privacy, additional building under construction in the garden, affect neighbouring quality of life, loss of property values, setting a precedent, opening alleyway poses security risk.

## APPRAISAL

### 1. Conversion Policy

- ***The suitability of the new units created in terms of sizes, circulation and layout***

It is considered that the size of the proposed flats would reasonably meet the needs of non-family occupiers that the development would be likely to attract. The ground floor and first floor flats both comprise two bedrooms. The submitted plans show the layout of the rooms in each unit to be acceptable in relation to one another (i.e. 'stacking' of the units with living areas above living areas), the size and layout of the flats are therefore considered appropriate for this type of development.

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

Reason 2 of the previous refusal referred to noise and activity. Both of the adjoining neighbours have highlighted party wall issues in relation to conflicting uses. Sound insulation measures can be controlled by condition, as well as this Part M of the Building Regulations requires sound insulation. Therefore, subject to this, this proposal is not considered to affect the amenity of the adjoining dwellings by way of noise and/or disturbance, it is considered that the proposal could not be reasonably refused permission on these grounds.

- ***The level of useable amenity space available***

Reason 3 of the previous refusal related to lack of access to the rear garden. In relation to outdoor amenity space, the existing dwelling has a long, narrow garden to the rear. This application proposes access to the rear garden for the first floor flat via a common service route that runs between 31 and 33 Beaufort Ave and behind 31 and 29 Beaufort Ave. This alleyway is currently inaccessible and in any event it would be an inappropriate route to the rear garden for the first floor occupants.

Cont...

In light of this, paragraph 6.53 of policy H9 states, "The Council acknowledges that access to rear gardens in conversions involving terraced houses could be a problem especially for those flats above the ground floor level... it would be inappropriate to insist on all the units in a conversion to have their own private garden. The Council also acknowledges that some residents may prefer access to an area of outdoor recreational or amenity space adjacent to their dwelling rather than a private garden." In accordance with this section of policy H9, this proposal should not have to provide access to the rear garden for the first floor flat, especially as there is reasonable access to two separate large areas of recreation ground for the upper flat within a short walking distance of the property.

- ***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 Beaufort Avenue. Parking on the front garden is considered to be unacceptable (see section 2). The level of landscaping submitted in this proposal does not satisfy the requirements of policies H9 or D9. It would not be possible to provide the required parking spaces, along with landscaping, refuse storage and pedestrian access to the front entrance.

## **2. Traffic and Highway Safety/ Parking**

Reason 1 of the previous refusal related to car parking. The proposal shows access to the front curtilage and the provision of two car parking spaces, however this is deemed to be unacceptable. Firstly, the width of the crossover exceeds the maximum cross over width of 3.6 metres; this would be detrimental to pedestrian safety. Secondly, the depth of the front garden is 4.75m (due to the bay window) and the minimum depth requirement is 4.8 metres. This means that even if the crossover width were acceptable, the depth would still not be acceptable and would lead to vehicles overhanging the pavement. It would not be possible to facilitate the extra parking requirements on street due to safety and traffic considerations (narrow road, already high demand for on-street parking). It is considered therefore that a parking reason for refusal can be justified.

## **3. Character of Area**

It is not considered that any detrimental change to the single-family dwelling house character of Beaufort Avenue would occur as a result of this proposed conversion. It is recognised that no other property in Beaufort Avenue has been converted. There are no proposed external changes to the property and therefore no alterations to the established character. It is proposed that the two flats would use the same front door as a means of access (retaining the external character of the property), with an internal communal hallway split into two for the respective flats.

Cont...

#### **4. Consultation Responses**

Apart from the points addressed above:

- Opening alleyway poses a security risk- not a material planning consideration in this instance.
- Additional building under construction in the garden- not a material planning consideration in this instance as it is not related to this planning application.
- Setting a precedent- each planning application is considered with regards to its site circumstances and its individual merits. If this application were to be granted it would not automatically mean that other properties within the locality could develop in the same manner.
- Loss of property values- this is a matter not directly related to planning issues.

#### **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.

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**ALL BUILDING & PLAYING FIELDS, COPLAND  
COMMUNITY SCHOOL, HIGH ROAD, WEMBLEY**

**4/01**

**P/3111/04/CNA/WM**

Ward: Adj.Auth – Area 1 (E)

CONSULTATION: REDEVELOPMENT, COMMERCIAL  
AND RESIDENTIAL BUILDINGS SECONDARY SCHOOL,  
ALL WEATHER PITCHES, CAR PARKING AND  
LANDSCAPING

BRENT COUNCIL

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**RECOMMENDATION**

Plan Nos: RT/4978/C/1110 Rev.B; 1120 Rev.C; 1100 Rev.H; 1001 Rev.C

**RAISES NO OBJECTIONS** to the development set out in the application and submitted plans.

INFORMATIVE:

1 Standard Informative 34 – Consultation as a Neighbouring Local Planning Authority

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**MAIN CONSIDERATIONS AND POLICIES (2004 UDP)**

1) Impact on views from Harrow on the Hill and Environment Policies

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**INFORMATION**

**a) Summary**

Site Area: 9ha.

**b) Site Description**

- south side of High Road, Wembley, London Borough of Brent
- presently site of Copland Community School

**c) Proposal Details**

- full planning application for demolition of existing school buildings and erection of mixed use commercial, residential and educational uses
- this is a revised scheme relating to previous application P/2865/03/CAN
- the residential element comprises:

Residential	Unit	%
28 storey self-contained flats	323	71.6
Affordable housing	128	28.4

continued/

Item 4/01 – P/3111/04/CNA continued.....

- the amount of residential development is more than the previous proposal but the level of affordable housing is only 28.4%
- unlike the previous scheme which proposed 50,000m<sup>2</sup> floorspace, this proposal does not specify the amount of commercial or retail floor spaces (Class A1, A2 and A3) on High Road frontage
- it proposes 270 basement level car parking spaces
- other developments in the proposal are:
  - (i) basement level health and fitness club (Class D2)
  - (ii) 3 storey secondary school (including sports hall, swimming pool, performing arts and community hall uses)
  - (iii) formation of new vehicular access to Wembley High Road
  - (iv) construction of new, all-weather sports area
  - (v) alterations to existing footpath routes, together with associated external works comprising landscaping, improvement of playing fields and the construction of surface parking spaces
- revised proposal – main differences are:-
  - (i) moving the western 5/9 storey block of the affordable housing flats further away from Cecil Avenue rear gardens by another 5m
  - (ii) re-alignment of the layout of the new school buildings to increase the open courtyard and to move them further away from the adjacent St. Joseph's School
  - (iii) proposal of a public playground at the south-western part of the playing fields from London Road
  - (iv) public access will be given to areas in the playing fields not required for formal recreation purposes, out of school hours, during daylight hours
  - (v) 2 sets of traffic lights and pelican crossings proposed either side of the new vehicular access to the High Road

**d) Relevant History**

EAST/1397/02/CNA	22 and 8 Storey buildings to provide flats, including affordable housing with A1, A2 and A3 uses at ground floor level and 3 storey secondary school with sports facilities	NO OBJECTION 15-JAN-03
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<b>e) Notifications</b>	Sent 1	Replies 0	Expiry 04-JAN-05
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**APPRAISAL**

- 1) Impact on views from Harrow on the Hill and Environment Policies**  
Policy D31 of the UDP states that the Council will resist development that has an adverse impact on important local views, panoramas and prospects.

continued/

Item 4/01 – P/3111/04/CNA continued.....

It is likely that the 21 storey (from ground level) building will be visible from vantage points on the east side of Harrow on the Hill. The building however would be one of a number of taller buildings present in Wembley. In addition, the new stadium at Wembley is to incorporate a steel lattice arch, which, it is claimed, will be the fourth highest structure in London. In this context, it is considered that the impact of the proposed building on views from Harrow on the Hill would be minimal.

**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 Council has no objections.