



STRATEGIC PLANNING COMMITTEE

WEDNESDAY 14 MAY 2008

PLANNING APPLICATIONS RECEIVED

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APPLICATIONS

WEDNESDAY 14TH MAY 2008

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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

Harrow Unitary Development Plan, adopted 30th July 2004

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

Section 17 of the Crime & Disorder Act 2004

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SECTION 1 – MAJOR APPLICATIONS

Item: 1/01

**EQUITABLE HOUSE, LYON ROAD P/3214/07/CFU/DT2
HARROW, HA1 2EW**

Ward GREENHILL

CHANGE OF USE OF PART OF OFFICE BLOCK TO RESIDENTIAL TO PROVIDE 32 RESIDENTIAL UNITS WITH A TWO STOREY EXTENSION AT ROOF LEVEL AND A SEVEN STOREY EXTENSION AND RETENTION OF 1920 SQM OF B1 FLOOR SPACE (RESIDENT PERMIT RESTRICTED)

Applicant: P and Angel Properties Ltd

Agent: MGL Architects

Statutory Expiry Date: 07-FEB-08

RECOMMENDATION

Inform the applicant that:

The proposal is acceptable subject to:

- A) 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:
- B) The completion of a legal agreement within three months (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
 - i) A financial contribution of £64,000 towards Public Realm Improvements in Harrow Town Centre.
 - ii) The provision of affordable housing being 3 x 2 bedroom flats and 4 x 3 bedroom flats for social rent and 2 x 1 and 1 x 2 bedroom flats for shared ownership. The social rented units to be managed by an RSL, subject to a nomination agreement with the Council
 - iii) Payment of planning administration fee of £3,200.

Plan Nos: Lyon 02-09 (inc); 2730.P.00, 01, 02, 03, 04, 05, 06, 07, 08, 09, 10A, 11, 12A, 13A, 14A, 15, 16, 17, 18, 19

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

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

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

2 Prior to the commencement of the development hereby permitted, a detailed schedule of measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development, shall be submitted to and approved in writing by the local planning authority. Any such security measures must meet the standards of the Secured by Design Award scheme (<http://www.securedbydesign.com/guides/index.aspx>), and shall include the

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following requirements:

1. all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets';
2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

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

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

- 3 Prior to the commencement of the development hereby permitted, details that show how the standards set out in the Park Mark Safer Parking Award Scheme Guidelines (<http://www.saferparking.com/Info.aspx>) are to be incorporated into the provision of the parking element of the scheme hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The works shall be fully implemented prior to first occupation or beneficial use of the development in accordance with the approved details and shall thereafter be retained.

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

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

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

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

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

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

REASON: In the interests of amenity and highway safety.

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6 The existing access(es) shall be closed when the new access(es) hereby permitted is / are brought into use, and the highway shall be reinstated in accordance with details to be submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the reinstatement works have been completed in accordance with the approved details. The works shall thereafter be retained.

REASON: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

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

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

8 The development hereby permitted shall not commence until an Arboricultural Method Statement for the tree root trench under the car parking surface adjacent to the group of trees on the St Johns Road frontage has been submitted to and approved in writing by the Local planning Authority. Before the extensions to the development hereby granted commence, the Tree Root Trench shall be dug and set out according to the Arboricultural Method Statement so approved and shall be retained thereafter as part of the tree root environment. The trench shall not be altered in any way without the prior approval in writing of the Local Planning Authority.

REASON: To protect the health of the trees and to safeguard the appearance and character of the area.

9 Before the development hereby permitted commences an Arboricultural Method Statement for the proposed children's play area and associated works around the London Plane Tree (T1) shall be submitted to and approved in writing by the Local planning Authority. The details submitted shall include those for the proposed tree root trench under the car parking surface adjacent to the tree group on St Johns Road. The arrangements so approved shall be retained thereafter.

REASON: To protect the health of the trees and to safeguard the appearance and character of the area.

10 Before the development hereby permitted commences a Tree Protection Plan for the whole site shall be submitted to and approved in writing by the Local planning Authority. The details submitted shall include staked fencing around the Root Protection Area for each tree, inside which no construction activity shall take place and no plant or materials shall be stored. The site shall be retained as such until the redevelopment of the site is completed.

REASON: To protect the health of the trees and to safeguard the appearance and character of the area.

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

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

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

(a) The storage and disposal of refuse/waste

(b) and vehicular access thereto

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

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

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

15 Prior to the occupation of any part of the development, the location and allocation of the car parking between residential and all other uses shall be submitted to and agreed in writing by the Local Planning Authority. The car parking layout, clearly demarcated in plan to distinguish between residential and commercial uses, shall be set out as such on site before the occupation of any of the buildings hereby approved and shall be retained thereafter and shall not be altered without the prior approval in writing of the Local Planning Authority.

REASON: To ensure a satisfactory form of development having regard to the Policies of the Harrow Unitary Development Plan (2004).

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

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

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

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

18 The development hereby permitted, as detailed in the submitted and approved drawings, shall be built to Lifetime Home Standards, and thereafter retained to those standards.

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

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

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

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

REASON: To safeguard the appearance of the locality.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

3A.4, 4A.2, 4B3

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Harrow Unitary Development Plan:

EP20 Use of Previously-Developed Land

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

T13 Parking Standards

H7 Dwelling Mix

2 INFORMATIVE:

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

3 INFORMATIVE:

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

http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf

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

4 INFORMATIVE:

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.

5 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

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6 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1)** Design and Character of Area (EP20, D4, D5, D9, D10)
- 2)** Parking and Access (T13)
- 3)** Housing Provision & Density (4B.3)
- 4)** Accessible Homes (3A.4)
- 5)** Renewable Energy (4A.2)
- 6)** S17 Crime & Disorder Act (D4)
- 7)** Consultation Responses

INFORMATION

This application was deferred from the Strategic Planning Committee on the 6th February '08 and on the Strategic Planning Committee on the 16 April '08.

a) Summary

Statutory Return Type:	Major offices/research & devt/light industry
Site Area:	0.4237 ha (Gross)
Car Parking (Residential):	Standard: 126 (maximum)
	Justified: 32
	Provided: 32
Car Parking: (B1 Offices) 1920 sqm of proposed net floor area	Standard: 1 space per 2-300 sqm net floor area
	Justified: 0
	Provided: 0
Council Interest:	None

b) Site Description

- The site is at the narrowest northern corner of a triangular configuration of concrete framed office buildings that date from the 1970's and are bounded by St Johns Road, Gayton Road and Station Road. The building is at the point where the three roads converge. Lyon Road runs through the centre of the complex of buildings and the two largest office buildings, Platinum House and Lyon House, are either side of that road

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- Land levels rise quite sharply southwards from the convergence point and then form a plateau at the centre of the complex of buildings, on which the car parking area is located
- Existing building is four storeys in height and is supported by concrete columns and an undercroft. It is flat roofed and has a rotund form that addresses both the St Johns Road and Lyon Road frontages. Elevational treatment is a series of window sections that have horizontal emphasis
- Landscaping is towards the northern and western boundaries with intermittent tree planting to soften the paved circulation areas between the respective buildings. Trees within the curtilage of the site are protected by a TPO

c) Proposal Details

- Permission is sought for the change of use of part of the office block to residential use (C3 Use Class) involving the construction of 32 flats in a seven storey side extension and a two storey extension at roof level, the infilling of the undercroft and the retention of 1920 sqm of office (B1 Use Class) floor space. The infilling of the undercroft will be for office use, as will the ground floor of the seven storey extension. The remainder of the total office floor space will be retained on the first and second floors of the building.

d) Relevant History

EAST/46/01/FUL	Alterations to ground floor elevations to provide office floor space	GRANT 04-MAY-01
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e) Applicant Statement

- Most of the existing office space is retained in the scheme
- Utilisation of undercroft area will provide a new and active frontage on Lyon Road, culminating in the proposed extension at the junction of Lyon Road and St Johns Road
- Residential development is part new build part conversion. Two of the existing commercial floors are to be converted into flats, the remainder are contained in the new extension. Commercial space will be on the lower three floors
- Amenity space for the flats will be in the form of balconies and communal green roof terraces
- Car parking and servicing is confined to the ground floor area, where some of the existing parking is retained
- Existing service cores are linked to dedicated entrances in recognition of the mixed use nature of the scheme
- Site is a prime Urban Centre location with a very high PTAL rating
- Residential Density of 251 HRH and 76 DPH is comfortably within the parameters of the London Plan which advises that maximum densities be within 435 HRH and the Harrow UDP which says that densities should be not less than 150HRH

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- The form of the roof extension and the extension to the side of the building are dictated by the surrounding townscape, the key features of which are the Lyon Road building line, the crown and root bowl of protected trees in and around the site, the acute angle of the junction of Lyon Road and St Johns Road and the adjoining parking/service area for St Johns House
- The resulting building, responding to its site constraints, is organic in form, in contrast to the rigid, rectangular and unimaginative form of the existing building
- The office area of the locality is open plan and the existing public realm on the St Johns Road frontage and landscaping around the site will be maintained. Small scale planting is to be introduced along the Lyon Road frontage to soften the largely hard surfaced circulation area along Lyon Road
- The land to the rear (south) of the site is to be left open to assist servicing and security for the building. Some planters containing low level shrubs will be introduced to soften the hard concrete and tarmac edge along Lyon Road
- The commercial element of the building will have renewed aluminium cladding. The undercroft area will be glazed along the length of both elevations, maintaining a visual permeability to the development
- The roof extension will be built with curtain walling, set back from the edge of the existing building. The landscaped roof garden will provide amenity space and will also help to reduce surface water run off from the site. Access to the roof terrace will be via a circulation core and an enclosed community room and a pergola are also proposed
- Refuse and recycling storage and secure cycle storage is to be provided
- Parking bays and pedestrian walkways will be clearly marked out and lit

f) Consultations:

Engineering Services: Development should not take place until on site drainage works and surface water attenuation/storage has been submitted and approved.

Advertisement: | Major Development | Expiry: 13-DEC-08

Notifications:

Sent:	Replies:	Expiry: 03-DEC-08
108	1	

Summary of Response:

The occupier of the existing office space is extremely concerned that if the development is given planning permission their business will suffer major disruption during the construction phase of the scheme.

Business would suffer and the quality of the working environment for staff would be unacceptable by virtue of noise and disturbance, dust and loss of light from scaffolding shrouds.

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The applicants should be required by the Council to submit a method statement demonstrating how existing working conditions can be safeguarded.

The application has been submitted without regard to the guidance in PPS1. It stresses the need for residential and commercial occupiers affected by a proposal to be fully consulted at the pre application stage.

The scheme has no regard for the requirements of HUDP Policy EM15, in particular the loss of B1 floor space and the fact that 388 sqm of the floor space provided would be in an inefficiently configured area, which would hamper its marketability.

The consequences of approval for the scheme may oblige the existing occupier to relocate their 130 employees to another site, possibly outside of the borough.

The proposal is deficient in detail relating to the quantum of affordable housing component and the assertion that only 31.25% is viable.

This clearly disregards the Mayor policies as set out in 'The London Plan'. No evidence is available in the application or on the website that such a level is either reasonable or acceptable to the Council, A key material consideration has been ignored.

Furthermore, it is proposed to locate all of the affordable housing on the third and fourth floors of the existing building, contrary to the Government's policies on social inclusion in communities. The accommodation should be pepper potted throughout the scheme.

In conclusion, the proposal has been poorly prepared, would take years to implement unless the existing occupier vacates the premises, in which case a valuable local employer will be lost and it takes no account of relevant local, regional and national policies.

APPRAISAL

1) Design And The Character Of The Area

The proposed seven-storey extension on the northern part of the site will create a new vase like form for the building that will endow it with a more visually striking and attractive profile, announcing it in a dramatic way in its prominent corner location.

This is a sharp contrast to the flat, functional and uninteresting appearance of the existing building. The outer skin of zinc cladding with a vertical standing and the irregular fenestrational treatment, in which windows are positioned in irregular patterns and sizes and with diversely coloured surrounds, accentuates the distinctiveness of the building. Such an approach is encouraged in HUDP Policy D4. It says that development should achieve a sense of place, and either complement the existing building form or provide a distinct character of its own.

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2) Parking And Access

The proposed alterations to the undercroft at ground floor level means that some of the existing car parking space will be sacrificed. However this still leaves a total of 32 spaces for the site. This is still more than adequate in terms of the parking requirements for a Town Centre location. The Highways Engineer has advised that it would probably be acceptable to have zero parking provision in such circumstances and that the residential element of the development should be resident permit restricted.

32 secure internal cycle spaces are to be provided within lobby area of the building for residents. Four of these will be for disabled people. A further 24 bays are allocated for the business element of the scheme. Both of the groupings will have Sheffield stands.

This arrangement would comply with the advice in HUDP Policy T13, on the need for parking standards to be relaxed wherever it is practicable.

3) Housing Provision And Density

The mix of dwellings is acceptable and has a reasonable proportion of larger 3 - 4 bed family sized flats (12 in total) as well as recognition of the growing need for small 1bed units (6) that is referred to in Policy H7.

The scheme is well within the London Plan recommended range of densities for residential development in inner city areas and town centres (435hrh) and with Government Guidance, as set out in PPS3. The density of 247hrh is in fact closer to the norm for a development in the Outer London suburb setting of Harrow.

4) Accessible Homes

Access within the building i.e. lifts, stairwells and lobbies, will be designed to Lifetime Homes Standards as are all the flats. This is in line with London Plan Policy 3A.4 and the Harrow SPD. Furthermore 10/0% of the flats will be built to Wheelchair Standards.

5) Renewable Energy

An Energy Statement has been prepared to accompany the scheme. The essentials of this are that a green roof is proposed that will provide better thermal insulation for the building. Green roofs with extensive planting areas absorb less heat, produce more oxygen and absorb carbon dioxide. This roof will also absorb 75% of rainfall, this slowing storm water run off. Water harvesting from this area is also being considered from this source as a means of feeding WC Cisterns in the scheme.

The fenestration of the building will be Argon filled glass that reduces heat loss and the secondary structure and screening (movable vertical louvers and fixed horizontal louvers) is designed to reduce solar gain. All dwellings will be designed to the BRE Eco-Homes 'Very Good' standard.

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Recycling refuse bin storage is included in the submission. Solar thermal panels are to be installed in the roof. They will supplement the building's hot water requirements. Consideration is also being given to the provision of a Biomass system in the basement.

In these ways it is concluded that the scheme will be able to meet the requirements of London Plan policy 4A.91, which expects major referable schemes to be able to generate at least 10% of the site's energy needs (power and heat) from renewable energy sources where feasible.

6) S17 Crime & Disorder Act

The removal of the undercroft in the existing building and its replacement with a group of offices set in a mainly glazed exterior will provide a visually permeable and strong business frontage along St Johns Road. This means that there will be an active frontage and natural surveillance along both that part of the road and of the area between the site and the adjoining buildings of Lyon House and Platinum House. At the moment the dark underpass and rows of parked cars provides a setting for crime to occur and a place where the fear of crime is a constant.

The proposal is therefore consonant with the guidance in HUDP Policy D4 and the 'Secured By Design' and 'Safer Places' documents.

7) Consultation Responses:

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

- The objection letter that was received makes several points that were not addressed in the appraisal section of the report but are referred to here:
- The temporary side effects that may occur during the construction phase of the development for existing occupiers such as noise and disturbance are not material planning considerations. However, Moreover, if such side effects do become matters of concern the standard informatives that have been included in the recommendation are there to make the applicants aware of their responsibilities as developers of the site.
- The Council has carried out its responsibilities in publicising the scheme and in carrying out a full consultation.
- The loss of existing employment floorspace that would result (388 sqm) is not significant. The site is not in a designated Industrial/Business use of Business Use Area. It is considered therefore that the no conflict would arise with HUDP Policy EM15.
- The percentage and mix of affordable housing is considered to be acceptable.
- Details of the toolkit that the applicants submitted in support of the affordable housing provision are available on the UJK Planning website.

CONCLUSION

For all the reasons considered above, and weighing up the development plan polices 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.

Item: 1/02
GAYTON ROAD CAR PARK, GAYTON P/4126/07/CFU/DC3
LIBRARY & SONIA COURT, GAYTON
ROAD, HARROW, HA1 2HH

Ward GREENHILL

REDEVELOPMENT TO PROVIDE 383 FLATS IN 5 BLOCKS RANGING BETWEEN 4 & 10 STOREY'S IN HEIGHT, 200 PUBLIC CAR PARKING SPACES & 81 RESIDENTS PARKING SPACES IN THE BASEMENT, 383 COVERED CYCLE PARKING BAYS, 13 MOTORCYCLE SPACES, LANDSCAPING, AMENITY & PLAYSPACE (RESIDENT PERMIT RESTRICTED)

Applicant: Fairview New Homes & Mount Anvil

Agent: Metropolis PD

Statutory Expiry Date: 11-MAR-08

Item: 1/03
GAYTON ROAD CAR PARK, GAYTON P/1254/08/CFU/DC3
LIBRARY & SONIA COURT, GAYTON
ROAD, HARROW, HA1 2HH

Ward GREENHILL

REDEVELOPMENT TO PROVIDE 383 FLATS IN 5 BLOCKS RANGING BETWEEN 4 & 10 STOREY'S IN HEIGHT, 200 PUBLIC CAR PARKING SPACES & 81 RESIDENTS PARKING SPACES IN THE BASEMENT, 383 COVERED CYCLE PARKING BAYS, 13 MOTORCYCLE SPACES, LANDSCAPING, AMENITY & PLAYSPACE (RESIDENT PERMIT RESTRICTED) (DUPLICATE APPLICATION).

Applicant: Fairview New Homes & Mount Anvil

Agent: Metropolis PD

Statutory Expiry Date: 03-JUL-08

RECOMMENDATION

P/4126/07/CFU

Plan Nos: 1032-D1000-revP1, D3100-revP4, D3101-revP2, D3102-revP2, D3103-revP2, D3104-revP3, D3105-revP2, D3106-revP2, D3107-revP2, D3108-revP2, D3110-revP2, D3150-revP5, D3501-revP4, D3502-revP2, D3503-revP3, D3504-revP4, D3505-revP4, D3506-revP4, D3507-revP4, D3508-revP4, D3509-revP2, D3510-revP2, D3511-rev1, D3512-revP2, D3513-revP4, D3514-revP3, D3515-revP2, D3700-revP3, D3701-revP2, D3702-revP3, D3703-revP3.

Planning Statement 06.12.07

Design & Access Statement Part 1: Urban Design Strategy 7.12.07

Design & Access Statement Part 2: Design Strategy (inc. D3900-revP2 – schedule of accommodation) 10.12.07

Design & Access Statement Part 2: Design Strategy: Addendum: Proposed Design Characterisation

Transport Assessment January 2008

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

Residential Travel Plan January 2008
Vehicle and Pedestrian Access Strategy January 2008
Refuse & Recycling Strategy January 2008
Car Park Design & Operation Report January 2008
Cycle Parking Arrangement January 2008
Resident Car Parking Provision and Arrangement January 2008
Ground Report
Renewable Energy Assessment 29 November 2007
Rainwater Harvesting Strategy 29 November 2007
Flood Risk Assessment & Preliminary Surface Water Strategy
November 2007
Noise and Vibration Report 5th December 2007
Wind Environment Study 4th December 2007
Archaeological Desk Based Assessment August 2007
Daylight / Sunlight Assessment & Appendix (11 March 2008)
Arboricultural Impact Report 26th October 2007
Landscape Design Statement
Secured By Design Statement 23.01.2008
Play Space Provision January 2008
Lifetime Homes Addendum 01.02.2008
Design & Access Statement - Part 2 Design Strategy - Addendum
Boundary Treatment: Updated version of 23.01.2008 (dated 01.02.2008)

INFORM the applicant that:

1) The proposal is acceptable subject to the completion of a legal agreement within 6 months (or such period as the Council may determine) of the date of the Committee decision on this application relating to:

- i) Affordable Housing: provision of 61 social rented dwellings and 41 shared ownership dwellings, the social rented units to be managed by an RSL subject to a nomination agreement with the Council
- ii) Public Car Park: provision of a 200 space public car park constructed and laid out to a specification and management statement to be agreed in writing by the LPA prior to the commencement of the development
- iii) Travel Plan: the preparation, implementation and future monitoring of a Travel Plan, to be agreed in writing by the LPA prior to first occupation
- iv) Training and Employment: the preparation of a local construction training and employment plan, to be agreed in writing by the LPA prior to the commencement of the development
- v) Access to Public Transport: a contribution of £250,000 to improve the accessibility of the site to public transport facilities
- vi) Health & Wellbeing: a contribution of £50,000 towards health care planning and initiatives in the vicinity of the site.
- vii) Education: a contribution of £100,000 towards a comprehensive study on educational needs arising from the increase in population in the Borough, particularly in the Harrow Town Centre.
- viii) Play Space Contributions: a contribution of £50,000 towards the provision of play facilities at Harrow Recreation Ground suitable for use by young people 12+

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

- ix) Management and Maintenance of the Site: submission of a landscape and play space management plan to be agreed in writing by the LPA prior to first occupation
- x) Legal costs: payment of the Council's reasonable costs in the preparation of the agreement
- xi) Planning Administration Fee: payment of a £25,000 administration fee for the monitoring of and compliance with this agreement
- xii) Environmental improvements: a payment of £25,000 towards street tree planting and environmental improvements on Gayton Road
- xiii) Town Centre: payment of £25,000 towards management initiatives in the Harrow Town Centre.

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

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

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

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

2 The development hereby permitted shall not commence until details of a phased construction programme has been submitted to and approved in writing by the local planning authority. All "conditions precedent" attached to this planning permission must be submitted to and approved in writing by the local planning authority prior to the commencement of each respective phase as agreed in the approved phasing programme.

REASON: To ensure a satisfactory form of development.

3 Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development shall be installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <http://www.securedbydesign.com/guides/index.aspx> and shall include the following requirements:

- 1. all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets';
- 2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

Following implementation the works shall thereafter be retained.

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

4 This development, as detailed in the submitted and approved drawings, shall be built to Lifetime Home Standards and Wheelchair Standards, and thereafter retained to those standards.

REASON: To ensure provision of Lifetime Home / Wheelchair standard housing in accordance with the policies of the London Plan.

5 Before the development is occupied, or in accordance with a timetable agreed in writing, the boundary treatment around and within the site shall be carried out in accordance with details to be submitted to and approved by the Local Planning Authority in accordance with the principles set out in the two drawings submitted as the Design & Access Statement - Part 2 Design Strategy - Addendum Boundary Treatment: Updated version of 23.01.2008 (dated 01.02.2008).

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

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

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

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.

7 The existing access(es) shall be closed when the new access(es) hereby permitted is / are brought into use, and the highway shall be reinstated in accordance with details to be submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the reinstatement works have been completed in accordance with the approved details. The works shall thereafter be retained.

REASON: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

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

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

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

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

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

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

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

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

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

12 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

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

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

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

a: the extension / building(s)

b: the ground surfacing

c: the boundary treatment

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

REASON: To safeguard the appearance of the locality.

15 The development hereby permitted shall not commence until details of the provision for attenuation against externally generated noise and vibration have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

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

16 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan number(s) 1032-D3100-revP4 and 10320D3150-revP5 have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

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

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

a: the 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.

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

21 Prior to commencement of the development hereby permitted the developer must notify in writing Robert Graham at the Defence Geographic & Imagery Agency with the following information:

- precise location of development;
- date of commencement of construction;
- date of completion of construction;
- the height above ground level of the tallest structure;
- the maximum extension height of any construction equipment;
- if the site will be lit.

You may e-mail this information to Robert Graham at ais@msms.com or post it to:

D-UKDVOF & Power Lines
Air Information Centre
Defence Geographic Centre
DGIA

Elmwood Avenue

Feltham

MIDDLESEX, TW13 7AH

REASON: To enable aeronautical charts and mapping records to be updated.

22 Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the local planning authority. The submitted plan shall include details of management of any flat / shallow, pitched / green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Management Plan shall be implemented as approved, upon completion of the roofs. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the local planning authority.

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

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

23 The development hereby permitted shall not be occupied or brought into use until details of the roof gardens and roof amenity space have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: In the interest of the character and appearance of the streetscene and residential amenity.

24 Development shall not proceed beyond ground level damp proof course until details of a scheme for generating 20% of the predicted energy requirement of the development from on-site renewable resources have been submitted to and approved in writing by the local planning authority. . The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: To ensure the development provides satisfactory level of renewable energy.

25 The development hereby permitted shall not commence until details showing how the site will be externally lit at night times and during hours of darkness have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: In the interests of neighbouring amenity and the character of the locality.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

3A.1 - Increasing London's supply of housing

3A.2 - Borough housing targets

3A.5 - Housing choice

3A.3 - Maximising the potential of sites

3A.9 - Affordable housing targets

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

3A.11 - Affordable housing thresholds

3C.1 - Integrating transport and development

3C.17 - Tackling congestion and reducing traffic

4A.1 - Tackling Climate Change

4A.7 - Renewable energy

4A.14 - Sustainable Drainage

4B.1 - Design principles for a compact city

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

Harrow Unitary Development Plan:

S1 The Form of Development and Pattern of Land Use
EP15 Water Conservation
EP20 Use of Previously-Developed Land
EP25 Noise
D4 Standard of Design and Layout
D5 New Residential Development - Amenity Space and Privacy
D9 Streetside Greenness and Forecourt Greenery
D10 Trees and New Development
D23 Lighting, Including Floodlighting
D30 Public Art and Design
D31 Views and Landmarks
T6 The Transport Impact of Development Proposals
T13 Parking Standards
H3 New Housing Provision - Land Identified for Housing and Vacant Sites
H7 Dwelling Mix
I 5 Proposals Map and Proposal Sites Schedule
Sustainable Design & Construction: The London Plan Supplementary Planning Guidance (May 2006)
Supplementary Planning Guidance: Designing New Development (March 2003)
Accessible Homes Supplementary Planning Document (April 2006).

Government Guidance:

PPS1, PPS3, PPS6, PPG13, PPS22

2 INFORMATIVE:

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

3 INFORMATIVE:

There are public sewers crossing this site. No building works will be permitted within 3 metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Water's be required, the applicant should be advised to contact Thames Water Developer Services on 08458502777.

4 INFORMATIVE:

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

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

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

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

Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

5 INFORMATIVE:

The relevant traffic order will impose a restriction making residential occupiers of this building ineligible for resident's parking permits in the surrounding controlled parking zone.

6 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (i.e. those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990 and associated legislation.)

7 INFORMATIVE:

In aiming to satisfy the Community Safety condition(s) the applicant should seek the advice of the Borough Crime Prevention Design Advisors (CPDA). They can be contacted through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of this / these condition(s).

8 INFORMATIVE:

Building works must be carried out in strict accordance with the London Underground Limited "Special Conditions for Outside Parties Working on or near the Railway". The applicant is advised to contact London Underground Infrastructure Protection office for more information on 02070279549 (105 Victoria Street, London SW1E 6AD).

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

9 INFORMATIVE:

INFORMATIVE:

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

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

RECOMMENDATION

P/1254/08/CFU

Plan Nos: 1032-D1000-revP1, D6100-revP1, D6101-revP1, D6102-revP1, D6103-revP1, D6104-revP1, D6105-revP1, D6106-revP1, D6107-revP1, D6108-revP1, D6109-revP1, D6150-revP1, D6501-revP1, D6502-revP1, D6503-revP1, D6504-revP1, D6505-revP1, D6506-revP1, D6507-revP1, D6508-revP1, D6509-revP1, D6510-revP1, D3611-revP1, D6512-revP1, D6513-revP1, D6514-revP1, D6515-revP1, D6700-revP1, D6701-revP1, D6702-revP3, D6703-revP1002E

Planning Statement 01.04.08

Design & Access Statement Part 1 Urban Design Strategy 1.04.08

Design & Access Statement Part 2: Design Strategy (inc. D6900-revP1 – schedule of accommodation) 31.03.08

Transport Assessment March 2008

Residential Travel Plan March 2008

Vehicle and Pedestrian Access Strategy March 2008

Refuse & Recycling Strategy March 2008

Car Park Design & Operation Report March 2008

Cycle Parking Arrangement March 2008

Residential Car Parking Provision & Arrangement March 2008

Review of Existing Bus Stops & Pedestrian Facilities March 2008

Ground Report

Renewable Energy Assessment March 08

Rainwater Harvesting Strategy

Flood Risk Assessment & Preliminary Surface Water Strategy March 2008

Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

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Wind Environment Study 27th March 2008
Archaeological Desk Based Assessment August 2007
Daylight / Sunlight Assessment & Appendix
Arboricultural Impact Assessment Report 26th October 2007.

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- xviii) Access to Public Transport: a contribution of £250,000 to improve the accessibility of the site to public transport facilities
- xix) Health & Wellbeing: a contribution of £50,000 towards health care planning and initiatives in the vicinity of the site.
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- xxiii) Legal costs: payment of the Council's reasonable costs in the preparation of the agreement
- xxiv) Planning Administration Fee: payment of a £25,000 administration fee for the monitoring of and compliance with this agreement
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- xxvi) Town Centre: payment of £25,000 towards management initiatives in the Harrow Town Centre.

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Item 1/02 & 1/03 : P/4126/07/CFU & P/1254/08/CFU continued/...

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3 Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development shall be installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <http://www.securedbydesign.com/guides/index.aspx> and shall include the following requirements:

1. all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets';

2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

Following implementation the works shall thereafter be retained.

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

4 This development, as detailed in the submitted and approved drawings, shall be built to Lifetime Home Standards and Wheelchair Standards, and thereafter retained to those standards.

REASON: To ensure provision of Lifetime Home / Wheelchair standard housing in accordance with the policies of the London Plan.

5 Before the development is occupied, or in accordance with a timetable agreed in writing, the boundary treatment around and within the site shall be carried out in accordance with details to be submitted to and approved by the Local Planning Authority in accordance with the principles set out in the two drawings submitted as the Design & Access Statement - Part 2 Design Strategy - Addendum Boundary Treatment: Updated version of 23.01.2008 (dated 01.02.2008).

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

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

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

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.

7 The existing access(es) shall be closed when the new access(es) hereby permitted is / are brought into use, and the highway shall be reinstated in accordance with details to be submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the reinstatement works have been completed in accordance with the approved details. The works shall thereafter be retained.

REASON: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

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

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

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

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

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

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

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

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

12 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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

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

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

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

a: the extension / building(s)

b: the ground surfacing

c: the boundary treatment

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

REASON: To safeguard the appearance of the locality.

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15 The development hereby permitted shall not commence until details of the provision for attenuation against externally generated noise and vibration have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

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

16 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan number(s) 1032-D3100-revP4 and 10320D3150-revP5 have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

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

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

a: the 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.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

21 Prior to commencement of the development hereby permitted the developer must notify in writing Robert Graham at the Defence Geographic & Imagery Agency with the following information:

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- precise location of development;
- date of commencement of construction;
- date of completion of construction;
- the height above ground level of the tallest structure;
- the maximum extension height of any construction equipment;
- if the site will be lit.

You may e-mail this information to Robert Graham at ais@msms.com or post it to:

D-UKDVOF & Power Lines
Air Information Centre
Defence Geographic Centre
DGIA
Elmwood Avenue
Feltham
MIDDLESEX, TW13 7AH

REASON: To enable aeronautical charts and mapping records to be updated.

22 Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the local planning authority. The submitted plan shall include details of management of any flat / shallow, pitched / green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Management Plan shall be implemented as approved, upon completion of the roofs. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the local planning authority.

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

23 The development hereby permitted shall not be occupied or brought into use until details of the roof gardens and roof amenity space have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: In the interest of the character and appearance of the streetscene and residential amenity.

24 Development shall not proceed beyond ground level damp proof course until details of a scheme for generating 20% of the predicted energy requirement of the development from on-site renewable resources have been submitted to and approved in writing by the local planning authority. . The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: To ensure the development provides satisfactory level of renewable energy.

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25 The development hereby permitted shall not commence until details showing how the site will be externally lit at night times and during hours of darkness have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: In the interests of neighbouring amenity and the character of the locality.

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

- 3A.1 - Increasing London's supply of housing
- 3A.2 - Borough housing targets
- 3A.5 - Housing choice
- 3A.3 - Maximising the potential of sites
- 3A.9 - Affordable housing targets
- 3A.10 - Negotiating affordable housing in individual private residential and mixed-use schemes
- 3A.11 - Affordable housing thresholds
- 3C.1 - Integrating transport and development
- 3C.17 - Tackling congestion and reducing traffic
- 4A.1 - Tackling Climate Change
- 4A.7 - Renewable energy
- 4A.14 - Sustainable Drainage
- 4B.1 - Design principles for a compact city

Harrow Unitary Development Plan:

- S1 The Form of Development and Pattern of Land Use
- EP15 Water Conservation
- EP20 Use of Previously-Developed Land
- EP25 Noise
- D4 Standard of Design and Layout
- D5 New Residential Development - Amenity Space and Privacy
- D9 Streetside Greenness and Forecourt Greenery
- D10 Trees and New Development
- D23 Lighting, Including Floodlighting
- D30 Public Art and Design
- D31 Views and Landmarks
- T6 The Transport Impact of Development Proposals
- T13 Parking Standards
- H3 New Housing Provision - Land Identified for Housing and Vacant Sites
- H7 Dwelling Mix
- I 5 Proposals Map and Proposal Sites Schedule

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

Supplementary Planning Guidance: Designing New Development (March 2003)

Accessible Homes Supplementary Planning Document (April 2006).

Government Guidance:

PPS1, PPS3, PPS6, PPG13, PPS22

2 INFORMATIVE:

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

3 INFORMATIVE:

There are public sewers crossing this site. No building works will be permitted within 3 metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Water's be required, the applicant should be advised to contact Thames Water Developer Services on 08458502777.

4 INFORMATIVE:

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

1. work on an existing wall shared with another property;
 2. building on the boundary with a neighbouring property;
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

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

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

Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

5 INFORMATIVE:

The relevant traffic order will impose a restriction making residential occupiers of this building ineligible for resident's parking permits in the surrounding controlled parking zone.

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6 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (i.e. those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990 and associated legislation.)

7 INFORMATIVE:

In aiming to satisfy the Community Safety condition(s) the applicant should seek the advice of the Borough Crime Prevention Design Advisors (CPDA). They can be contacted through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of this / these condition(s).

8 INFORMATIVE:

Building works must be carried out in strict accordance with the London Underground Limited "Special Conditions for Outside Parties Working on or near the Railway". The applicant is advised to contact London Underground Infrastructure Protection office for more information on 02070279549 (105 Victoria Street, London SW1E 6AD).

9 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Policy Framework (S1, I5)
- 2) Design and Character of Area (4B.1) (S1, D4, D5, D9, D10, D30, D31)
- 3) Housing Provision and Density (3A.1, 3A.2, 3A.3, 3A.5, 3A.9, 3A.10, 3A.11) (H3, H7)
- 4) Accessible Homes (3A.5) (D4)
- 5) Sustainability & Renewable Energy (4A.1, 4A.7, 4A.14) (EP15, EP20, D4)
- 6) Residential Amenity (EP25, D4, D5, D23)
- 7) Parking & Highway Safety (3C.1, 3C.17) (T6, T13)
- 8) Landscaping (D4, D5, D9, D10)
- 9) Impact on Local Services
- 10) S17 Crime & Disorder Act (D4)
- 11) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major Dwellings
Site Area:	1.27 ha
Habitable Rooms:	
Density:	878 harp 302 depth
Car Parking:	Standard: (maximum) Justified: 81 Provided: 81
Public Car Park:	200 spaces
Lifetime Homes:	383
Wheelchair Standards:	38
Council Interest:	Council owned car park and library

b) Site Description

- Site located in south east edge of Harrow Town Centre in an area of mixed commercial / residential character
- Existing long stay, public car park on eastern part of site accommodates 283 parking spaces
- Central part of site contains a 2-3 storey block of 9 flats (Sonia Court) built in 1959
- Western part of site is 2-storey building previously housing the Gayton Library
- To the western boundary of the site is a 5 –storey office block
- To the eastern boundary is a four storey block of flats at Cymbeline Court and the rear of properties on 2-storey detached houses on Ashburnham Avenue
- To the rear of the site on the southern boundary are railway tracks used by the London Underground Metropolitan Line and Chiltern Mainline trains
- Access to the car park, library and Sonia Court are all off Gayton Road

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- Surrounding area has a mix of 1960's and 1970's development together with the commercial redevelopment of the town centre has given the area a mixed character
- Harrow on the Hill Underground Station and Harrow Bus Station 350-400m from site

c) Proposal Details

- Demolition of Sonia Court and Gayton Library buildings
- Redevelopment to provide 383 flats split into 5 blocks ranging between 4-10 storeys in height
- Secured underground car park providing 200 public car parking spaces, 70 private spaces
- Residential car parking providing 11 car parking spaces ground floor level
- 13 motor cycle spaces proposed in underground car park
- 102 affordable homes located in blocks C, D & E
- 279 private residential homes to be located in Blocks A & B and 2 in Block C
- Provision of 383 cycle parking spaces
- Central bio fuel boiler and CHP to provide an on site renewable energy supply
- Design to achieve Code 3 sustainability
- Improvements to public realm
- New public square accessed from Gayton Road frontage
- Private landscaped amenity space and play areas within the site
- 37% overall reduction in carbon emissions
- 100% of the hot water and heating requirements will be catered for through a gas powered CHP and biomass boiler
- Contribution to health care initiatives
- Contribution to education needs study
- Implementation of Travel Plan
- Training and employment contribution
- Children's play space contribution
- Public transport contribution
- Town Centre management and initiatives contribution
- 383 units to comply with the Lifetime Homes Standards, 38 Units to be built to Wheelchair Homes Standards
- Public car park to be managed by Council

d) Relevant History

None

e) Pre Application Discussion

The planning and design for the redevelopment of these 3 sites has progressed through many phases over the last 5 years through a series of pre-application meetings with a variety of Council officers. Initially, the proposals included a replacement library and a performing arts theatre as well as residential. The current proposals were finalised during last autumn.

f) Applicant Statement

- The applicant has submitted a considerable volume of documents detailing the proposals and explaining how the scheme has developed. Their submitted Planning Statement summarises the applicant's approach to the development:
- The Gayton Road site at present is grossly underused and the car park does little for the visual amenity of the area - it does not accord with national, strategic or local planning policy in relation to maximizing the use of under-utilized sites
- The site is allocated in the adopted Local Plan (Site PS5), which acknowledges its town centre location, good accessibility, and potential for redevelopment
- Harrow Council recently adopted a 'Town Centre Development Strategy', which identified the Gayton Road site as an Opportunity Site to help "transform Harrow into a thriving, distinctive and adaptable centre, which meets the long-term needs of the community
- The proposed redevelopment is therefore in accordance with planning policy and the Council's objectives, and will bring much needed development to Harrow, and in particular its town centre, including the inward investment the Council seek to achieve in its Development Strategy
- There is a strategic need identified in policy for housing growth
- The proposal provides this much needed housing in a central and highly accessible location within Harrow town centre
- The proposals incorporate 383 new homes for Harrow, 102 of which will be affordable homes
- The new homes are set within private and communal landscaped areas that will provide a significant level of amenity to its occupiers, and create a high quality development that respects its surroundings
- The relocation of the car park underground will improve the visual amenity of this part of Harrow, as will public realm enhancements along Gayton Road
- Overall the site is ideally located to contribute to the economic regeneration of the town centre whilst also providing much needed housing, both private and affordable, for Harrow
- Frontage/access to provide legible site access by creating active frontage to Gayton Road
- Proposal will enhance the pedestrian route with additional planting together with soft and hard landscaping and provide defensible space with private soft landscaped gardens.

g) Consultations:

Defence Estates: no objection, request condition to update aeronautical maps.

Greater London Authority: Objection to first notification:

- inadequate provision of affordable housing
- inadequate provision of affordable family size units
- energy strategy unacceptable

To date no further comments have been received on the revised plans to P/4126/07/CFU or the duplicate application P/1254/08/CFU.

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London Borough of Brent: No objection.

Transport For London: Recommend proposed planning contribution toward public transport.

London Underground Ltd: initial concerns with impact on railway, request informative for development to be built in accordance with 'Special Conditions for Outside Parties Working on or near the Railway

Environment Agency: No objection, request condition for surface water control

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

British Airports Authority: No objection, request condition for bird hazard management plan

English Heritage: No objection

Harrow Hill Trust: no response

Gayton Residents Association: no response

Greenhill Residents Association: objection – development out of character with area, height of buildings out of keeping with existing buildings, loss of car park would adversely affect surrounding businesses, Gayton Road too narrow to accommodate extra traffic generated

Greenhill Manor Residents Association: Objection – schemes are excessive, would exacerbate the destruction of what was once a pleasant town centre, firmly against more high rise development in the town centre.

Advertisement:	Major Development	Expiry: 17-JAN-08
Advertisement:	Major Development	Expiry: 19-MAR-08
Advertisement:	Major Development	Expiry: 29-APR-08

First Notification: - Original planning application

Sent:	Replies: 283	Expiry: 03-JAN-08
1014	75 letters	
	4 petitions, 208 signatures	

Second Notification: - Revised planning application

Sent:	Replies:25	Expiry: 19-MAR-08
1014	24 letters	
	1 petition – 1 signature	

Third Notification: - Duplicate planning application

Sent:	Replies: 21	Expiry: 24-APR-08
1014	21 letters	
	0 petition	

Summary of Responses To First Notification

Development out of character with surrounding area, loss of sunlight on neighbouring residential buildings, overlooking and loss of privacy, increase in noise, increase in vehicular activity, increased pressure on the train station, proposal would result in loss of openness of existing car park, design reflects a featureless housing estate, 11-storey development would result in a loss of views, proposal would devalue surrounding properties, proposal would result in the loss of the central library, car parking provision is inadequate for 385 new dwellings, proposal would increase traffic congestion and adversely affect highway safety, increase in crime from proposal, recycling proposals are unrealistic, proposal would create a concrete jungle, excessive density, proposal is too high, increase in pressure on local schools & public other services, too many bicycles proposed, harrow already over-crowded, loss of car park even temporarily would cause significant disruption to commuters and local businesses, loss of trees, lack of public car parking in the surrounding area, proposal contrary to HUDP policies, lack of public consultation, proposal would cause artificial light pollution during night hours, proposal will harm the character of the Harrow Conservation Area, no performing arts centre proposed.

Summary of Responses to Second Notification:

development out of character with surrounding area, loss of sunlight on neighbouring residential buildings, overlooking and loss of privacy, increase in noise, increase in vehicular activity, increased pressure on the train station, proposal would result in loss of openness of existing car park, design reflects a featureless housing estate, 10-storey development would result in a loss of views, proposal would result in the loss of the central library, car parking provision is inadequate for 383 new dwellings, proposal would increase traffic congestion and adversely affect highway safety, excessive density, proposal is too high, increase in pressure on local schools & public other services, too many bicycles proposed, harrow already over-crowded, loss of car park even temporarily would cause significant disruption to commuters and local businesses, loss of trees, lack of public car parking in the surrounding area, no performing arts centre proposed. Increased pressure on public transport, buildings too high, already poor water supply, proposal ignores councils recycling policy, proposal site is not part of the Harrow Town Centre, Council should preserve quality of life for its residents not destroy it, proposal will over burden existing services & lead to an increase in anti-social behaviour, development should be carbon neutral & water efficient, increased pressure on parks and open space, what happens to site if developers goes bust during construction, proposal will lead to increase in council tax, increase in pollution on Gayton Road, proposed density excessive.

Summary of Responses to Third Notification:

Proposal represents a desecration of Gayton Road, 4-10 storey buildings excessively high, proposal would be an eyesore in the street, proposal will adversely affect elderly people, reduction in public car park will worsen traffic and parking problems, increase pressure on local services and infrastructure, still no permanent library building only temporary accommodation, only one bidder means Council get poor deal for sale of site, 383 units too many, poor provision of amenity space.

APPRAISAL

1) Policy Framework

The application site is identified in the Harrow Unitary Development Plan 2004 (HUDP) as Proposal Site 5 (PS5) and allocated for a 'Mixed use scheme, which could include commercial and residential uses including replacement housing.' The UDP recognises the potential of the site to be developed comprehensively for a range of town centre uses and highlights the need for development to ensure a suitable transition between commercial activities to the west and the predominant residential character of land to the north and east.

Since the 2004 HUDP, the Harrow Town Centre Development Strategy was formally adopted in July 2005 as Supplementary Planning Guidance and sets out five key objectives for future development in Harrow Town Centre. The Gayton car park and Library are identified within the strategy as one of three potential development opportunities that could help to achieve the objectives of the strategy, and is considered to be suitable wholly or in part for housing redevelopment.

The five objectives of the Town Centre Development Strategy are:

1. To promote the diverse activity in the centre that meets the needs of a modern economy and contributes to the overall aims of making Harrow special and distinctive.
2. To ensure effect transport and pedestrian access to and within the centre.
3. To make the centre look and feel attractive and safe.
4. To celebrate the history, diversity and greenery of Harrow in the town centre.
5. To make the centre feel more alive with people.

The above five objectives can be met through a range of measures which include promoting residential development to increase spending power and activity, freeing up council owned sites for residential development, promoting affordable housing, encouraging people to make less car trips, and ensuring new developments achieve high quality design.

In developing the site comprehensively for housing, the proposal is consistent with the UDP and will contribute to the objectives of the Town Centre Development Strategy

2) Design & Character of Area

London Plan policy 4B.1 requires that development proposals achieve the highest possible intensity of use compatible with local context, key design principles and public transport capacity. It reinforces the design led approach to development advocated in policy D4 of the HUDP, which seeks to ensure that new development is considered in the context of the site and its surroundings and encourages imaginative new buildings that can contribute positively to the local environment.

The context for the application site is one of an edge of town centre location, in an area of mixed land use character with large scale commercial uses to the west and north and residential property to the west, comprising flatted blocks of up to 5 storeys in Gayton Road and 2 storey houses in Ashburnham Avenue. The Metropolitan railway separates residential development to the south and the nearest properties are some 50m from the application site. Thus the site is at the transition between the residential and town centre development.

The opportunity therefore exists to create a development with its own distinct character and sense of place, compatible with the different scale and character of the adjoining uses to the west and east. In particular, development of the car park will enable the recreation of a street frontage and help to repair a gap in an otherwise tightly knit urban fabric.

The design approach to the scheme seeks to link the suburban character of the south-eastern end the site with the town centre character of the western end of the site through the layout and variations in the scale and mass of the proposed buildings, consistent with the site objectives outlined in the PS5 description.

Height

The proposal addresses the more sensitive eastern boundary by stepping down to four storeys in height and gradually increasing in height toward the centre and rear of the site up to 10 storeys its highest point. The setback between Block E and 21 Ashburnham Ave would be approximately 18m, the car parking at lower ground floor level and landscaped area acts as a buffer between the existing house and the proposed building. Block C would be closer to eastern boundary but would complement the existing height and front and rear building lines of Cymbeline Court creating a continuous form of development along the Gayton Road frontage.

Toward the centre of the site the buildings gradually step up in height to 10 storeys at Blocks A and B. Although significantly higher than adjacent buildings, these higher elements are located in the least sensitive part of the site and is not untypical of other recent development in the town centres, such as Roxborough Heights in College Road and the Bradstowe House development that is currently under construction.

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In addition, since this highest part of the proposed development would be set well back and surrounded by other lower buildings, the perception from the surrounding streets would not be of the sheer height of this façade.

On the western boundary the buildings step down again to a height of 6-storeys consistent with the height of the neighbouring office block on Gayton Road.

Scale and Mass

Alongside the variation in heights, the proposed blocks are broken down into smaller units towards the eastern end of the site. This helps them to relate to the smaller massing of the surrounding area. The scheme also proposes articulation of the facades, again to break up their bulk and to introduce a more vertical emphasis, typical of the surrounding area. Block C, for instance, proposes steps in the façade, in order to break up its length and the elevations are set back at the higher levels, again to reduce the sense of its mass. Block A, whilst on one horizontal plane, does also propose steps in the façade at the higher levels together with variations in materials and recessed balconies which together, it is considered, would reduce the perceived mass. In terms of views from Gayton Road, Block B, the largest of all the proposed blocks, would be framed by the other blocks and because it would be seen on axis, this too would reduce the overall sense of bulk.

Building Layout

The layout of the proposed development respects existing building lines on Gayton Road, and this would allow for the retention of most of the very important street trees along Gayton Road. Maintaining this established building line, would also help to knit the street together, by infilling the gap left by the car park and linking the proposed development to the existing ones around it.

A key driver in the proposed layout was the designer's desire to create a formal vista through the blocks to St Mary's spire and the greenery on the Hill. This is proposed between Blocks A and B, which are aligned to allow for this glimpsed view. Whilst, a relatively narrow "viewing corridor" is proposed, this would form a break through the built form which would add an unexpected views, particularly as it would be set within a formal layout of the blocks themselves. This formal reference point provides a rationale for the layout and highlights Harrow's distinctive character.

The proposed blocks, and their entrances, including that to the car park, are laid out to create active frontages along Gayton Road to create a livelier and more active street into the town centre. Within the site, the layout seeks to encourage pedestrian movement between buildings and green space/amenity space. Clear, legible routes through the site are defined in the proposal, with distinct entrances for each block so that future residents and visitors would be able to navigate easily around the site. Between the blocks, amenity space would be well overlooked, to encourage users to feel safe.

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It is considered that the proposed development represents good design and an effective use of the site and is considered to comply with policies 4B.1 of The London Plan 2004, D4 of the HUDP 2004 and Supplementary Planning Guidance: Designing New Development (March 2003).

Schedule 3 of the HUDP 2004 and policy D31 outline specific criteria for assessing high buildings. The tallest part of the proposed development is Block B that would rise up to 30m in height. With regard to the following functional considerations the development is considered acceptable:

- Aircraft Operations – subject to conditions both BAA and Defence Estates raise no objections to the proposal
- Archaeology - Archaeological Desktop Survey concludes low archaeological potential for all periods. English Heritage comments support this conclusion
- Environment Statement – see applicant's statement above and list of documents in support of application
- Heritage – no impact as not in conservation area, nor does proposal affect setting of Listed Building(s) or historic parks and gardens. The design facilitates the creation of views of the key heritage asset (Harrow on the Hill)
- Telecommunications – the development is not considered to adversely affect radio, TV, or phone reception in the vicinity
- Construction and Demolition – any phasing is dealt with by way of condition - Considerate Contractor Code of Practice to be adhered to
- Energy Consumption – see relevant appraisal section of this report
- Geology – dealt with by way of condition and informative
- Microclimate – Wind Environment Study concludes that any anticipated unfavourable winds that affect the buildings pedestrian wind environment can be locally mitigated through soft landscaping without the need for design adjustment of the proposed buildings
- Impact on Pedestrians - see relevant appraisal section of this report
- Impact on Services – there is no reason to suggest that there would be an unacceptable impact on services infrastructure (telephones, water, gas, electricity, sewerage, etc.)
- Transport Impact - see relevant appraisal section of this report
- Impact on Daylight - see relevant appraisal section of this report
- Use of Buildings – as stated previously the principle of residential development on this site meets London Plan and HUDP policy and accords with the Harrow Town Centre Development Strategy

3) Housing Provision and Density

The proposal represents an additional 374 (383-9 existing units in Sonia Court) units to Harrow's housing stock, which would make a positive contribution with regards to meeting annual housing targets for the borough. This aspect of the development is therefore supported in principle.

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The proposed density would be 301 dwellings per hectare and 878 habitable rooms per hectare. These density levels are well within the 650–1100 hr/ha indicated in table 3A.2 of the London Plan for sites with a PTAL rating of 4 to 6 (as is the case with the application site) and a Central setting. Central setting is defined as “very dense development, large building footprints and buildings of four to six storeys and above, such a larger town centres all over London and much of central London.” Sites within Harrow Town Centre would therefore fall within this definition.

Of the total number of units proposed 281 units (65% of habitable rooms) for private accommodation would be located in Blocks A & B of which 130 would be 1 bedroom units, 139 would be 2 bedroom, and 12 would be 3 bedroom units.

The remaining 102 units (35% of habitable rooms) are for affordable housing to be located in Blocks C, D & E. Of this affordable allocation 61 units would be social rented and 41 units shared equity/intermediate housing, in the following mix:

Social Rent

1 bed = 26%

2 bed = 11%

3 bed = 10%

4 bed = 18%

5 bed = 34%

Shared Ownership

1 bed = 29%

2 bed = 71%

(% per number of units)

The majority of social rent affordable units therefore provide larger accommodation, meeting Harrow’s highest priority needs.

London Plan policy 3A.9 requires all new build major residential developments to have 50% affordable housing with a 70% to 30% split between social rented and shared ownership (intermediate) housing. Although the 50% figure has not been met with this development, the Council’s housing enabling team has assessed the proposed affordable housing offer against the development toolkit financial appraisal model and are satisfied that the offer is appropriate for the development, taking account of all the other benefits of the proposal discussed in this report. With regards to the social / shared ownership housing split, the proposal would provide a 72% to 28% split of habitable rooms and compliant with London Plan policy.

The proposal is considered to comply with policies 3A.9, 3A.10 & 3A.11 of the London Plan 2004 and H3 & H7 of the HUDP 2004.

4) Accessible Homes

The proposed development would comply with the relevant London Plan policies and Harrow’s Accessible Homes Supplementary Planning Document (April 2006), which require 100% of all new residential developments to be built to meet the Lifetime Homes Standards. In this case all 383 units would meet Lifetime Homes Standards. Additionally, 10% of all units, across all tenure types, would be built to meet Wheelchair Standards in accordance with the policy requirements.

5) Sustainability & Renewable Energy

The proposed development seeks to achieve a Sustainable Homes Code Level 3 Rating for all the units within the development. The proposal also seeks to reduce carbon emissions by approximately 37% above Part L of the Building Regulations requirements, through the implementation of a range of measures such as on site renewable energy generation and energy saving design features and initiatives.

The development proposes the following measures:

- Highly insulated fabric to reduce heat transfers and loss
- Limiting solar gains through overhangs and balconies on south facing units
- Energy efficient lighting and fittings
- Natural ventilation of bathrooms and kitchens
- Energy efficient lift drives on all lifts
- Individual meters to all units for heat electricity and water
- Water saving and efficiency measures
- Community energy scheme (bio mass boiler & CHP unit)
- Green roofs

Given the size, form and layout of the development it is calculated that the development when complete, would produce 882,663 kg of Carbon Dioxide per year if it used conventional forms of energy supply such as electricity and gas. The proposed scheme would only produce 556,430 kg of Carbon Dioxide by incorporating sustainable and renewable energy measures.

The proposed reduction of carbon emissions of purely from renewable sources falls short of meeting the requirements of London Plan policy 4A.7 and Supplementary Planning Guidance on Sustainable Design & Construction, which require major developments to achieve 20% reductions in carbon emissions from renewable energy generation.

However, the combined use of a bio mass boiler system and gas fired CHP unit is seen as the most effective and efficient form of energy supply that would achieve the greatest reduction in carbon emissions compared with other forms of renewable energy. In this case the reduction in carbon emissions from the bio mass boiler and CHP unit would result in a 29.2% reduction in carbon emissions. Other cuts in carbon emission would come via passive energy saving design features and initiatives such as energy efficient light fittings and a highly insulated building envelope.

The applicant initially proposed a large central bio fuel boiler system, which would have resulted in 20% reduction in carbon emissions, meeting the requirements of policy 4A.7 of the London Plan. However the Greater London Authority (GLA) was not satisfied with elements of this approach and instead expressed its desire for the applicant to implement a community heating system that could be linked into the town centre and possibly serve future major developments in Harrow such as Dandara, and Harrow College.

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The applicant has had discussions with Energy Service Companies (ESCOs) who would run such an energy scheme and come to the conclusion that the costs for this were considered too great to make it viable. Furthermore, the levels of reductions in carbon emissions were minimal and there is a degree of uncertainty with the scale and nature of any future developments in the town centre.

Other renewable energy sources have been investigated. Solar powered boiler solar collectors and solar photovoltaics are an expensive option; however they require little long-term maintenance. The applicant has demonstrated that due to physical constraints of the development site the level of savings from solar power is approximately 7.7% carbon emissions savings, well off the 20% requirement.

Wind turbines both stand-alone and roof mounted have also been investigated and although the wind test has shown that the area is suitable for this type of renewable energy technology, the actual carbon emissions savings are very low.

Natural cooling of the development is important consideration given the increasingly hot temperatures in the summer months and the use of balconies and overhangs is one design feature of cooling units, particularly on south facing units.

Green roofs are proposed on most of the blocks (Blocks B, C, D and E) to increase biodiversity, add to local air quality and help attenuate rainwater runoff. This aspect of the development is supported in principle.

Refuse storage arrangements would comply with Harrow Council's code of practice refuse storage and collection. 88 Bins are proposed comprising 40x1100 litre refuse bins and 48x1280 litre recycling bins. Under sink waste disposal units are proposed for all units which reduces the amount of food waste by around 20% per unit. The layout of the development allows for easy collecting for refuse vehicles.

Water would be used in a sustainable manner through rainwater harvesting to provide water for landscaping and irrigation purposes. This would also ensure that there is a reduction in surface water flow into the existing Thames Water network. Dual flush, low volume toilets, spray taps and showers with aerating heads will be installed to reduce overall water consumption from the development.

The proposed development would achieve high levels of renewable energy measures and effectively reduce carbon emissions and is therefore considered to comply with policies 4A.1, 4A.7, and 4A.14 of the London Plan 2004, D4 and EP15 of the Harrow Unitary Development Plan 2004 and Supplementary Planning Guidance: Sustainable Design and Construction

6)

Residential Amenity

The character of this part of Gayton Road would go from an open hard-surfaced area containing a public car park to a large-scale high-density residential development.

Outlook for neighbouring residents would change as a result of a large-scale development of this nature. The existing site does not contain any specific visual quality or architectural significance. The exception to this are the views of St Mary's Church on Harrow on the Hill for some surrounding residents, however very few properties if any have unspoilt views of the Hill from key habitable room windows and are in the main views from rear garden areas such as Cymbeline Court and 20 & 21 Ashburnham Avenue. The design of the development creates formal views of the hill by creating view shafts to the hill by breaks between Blocks A and B and an undercroft through Block B. Many of the new properties will have uninterrupted views of the hill.

Privacy & overlooking are not considered to be issues with the proposed development. The layout and design of blocks C, D & E show no habitable room windows on the side elevations facing east toward the existing residential properties on Ashburnham Avenue and Gayton Road. Balconies are proposed on north and south elevations; however the use of concaved/partially enclosed balconies prevents any opportunity to overlooking of neighbouring rear garden amenity areas.

On the eastern boundary Block E is setback approximately 18 metres at 1st, 2nd and 3rd floor level from the nearest residential property at number 21 Ashburnham Ave. The 4th, and 5th floor element of the building is set back a further 11m. It is considered that these setbacks are acceptable.

The applicant has demonstrated through a daylight and sunlight report that the proposed development would not result in an adverse effect on neighbouring properties whereby the level of sunlight & daylight would be above minimum British Research Establishment (BRE) Standards. The occupants of numbers 20 and 21 Ashburnham Ave have objected to the loss of light from the development on habitable room windows to the rear of their property facing the existing car park. On closer inspection there are four habitable room windows at number 21, two at ground floor level and two at 1st floor level. The ground floor windows offer no outlook and very little light at present and are not considered to be affected by the proposal. The 1st floor windows are both secondary windows to the main habitable room windows facing the existing garden area on the south elevation. Number 20 has one window at first floor level however this is a secondary habitable room window.

The development proposes to utilise energy efficient lighting that would illuminate all external entrances and some footpaths leading to the buildings. Light spill would be controlled using suitable photometry. A suitable condition is attached to this report ensure minimal light pollution at night times and during dark periods.

Noise disturbance and associated activity is not considered to be an issue with the proposal. Firstly the total number of car parking spaces proposed is less than existing sites. The current car park accommodates 283 spaces, the library provides approximately 21 spaces and Sonia court also provides parking to the rear. The neighbouring properties are already subject to daily vehicle movements and activity as a result of the car park. It is considered that the noise generated from vehicles will be improved as the number of car movements would be less and the car park itself will be mainly underground.

The applicant has submitted a noise report in support of the application. Section 6.3 of this report recommends a range of sound insulation measures to ensure that the amenity of neighbouring residents and future occupants meet British Standards. A condition is attached to ensure full compliance with sound insulation measures.

Amenity space provision is discussed in more detail later in this report.

Overall the proposed development is considered to comply with policies D4, D5, D21 and EP25 of the HUDP 2004 and SPG: Designing New Development (March 2003).

7) Parking & Highway Safety

Parking provision is split between 200 public car parking spaces and 81 residents car parking spaces.

The public car park would be managed by the Council. The retention of the public car park is considered important to the health, vitality and viability of the Harrow metropolitan Town Centre, particularly as it provides a large scale public car park well located to balance the geographical distribution of the Greenhill Way, St Ann's and St Georges parking areas.

It is proposed that 8 spaces be allocated for disabled car parking within the public car-parking element. 11 disabled parking spaces are allocated at ground floor level for the affordable housing and a further 27 disabled spaces are at lower ground floor level near the entrance point to Block B for private residents. Two car club spaces are also proposed as part of the car-parking layout. Thirteen spaces are allocated for motorcycle parking.

The Travel Plan submitted by the applicant outlines various ways in which the proposal aims to minimise the number of vehicular movements to and from the site. These include limiting the number of private car parking spaces to the development, providing cycle storage facilities for 383 bicycles encouraging this mode of transport and providing a car club facility. Given the sites proximity to town centre facilities and good public transport links the proposed development is considered to comply with Harrow transport policies and objectives.

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As mentioned earlier in this report the total number of parking spaces would be less than what is provided for the existing car park, library and Sonia Court. The level of activity and traffic generation would be comparable or less than the existing uses of the application site, and therefore it is not considered that the proposal would exacerbate highway congestion or lead to highway safety concerns.

The proposed parking provision is considered acceptable given the sites locality to good public transport links and town centre amenities and services. The area around the development site is a controlled parking zone, therefore to ensure no additional pressure is placed on street parking future residents will be ineligible to apply for residents parking permits.

Given the number of units without car-parking provision it is anticipated the majority of residents will use public transport, cycle or walk. After discussions with Transport for London it is considered appropriate to secure a planning contribution toward public transport facilities through the S.106 mechanism.

The proposed development is considered to comply with PPG13 and policies T6 and T13 of the HUDP 2004.

8) Landscaping

This is an important element of how the scheme will create character and a sense of place. In addition, with a high-density scheme such as this, the landscape needs to work well to create the quality to make this an attractive place to live. The proposed landscaping of the development site is split between the ground and lower ground floor levels with the total landscaped area being 1,161m². The Landscape Strategy is for green courtyards between the blocks, allowing for areas, which feel more secluded, and well overlooked areas too. It is considered that this is an appropriate approach, although more detail on this will be required through reserved matters.

There will be a loss of several existing trees as a result of the development. It is considered that the negative aspects resulting from the proposed loss of trees does not outweigh the wider benefits the scheme would bring to the borough in terms of housing targets and increasing the health and vitality of the town centre. The loss of trees can be mitigated through new planting on the site and as such the relevant landscaping conditions have been attached to this report. The S.106 Agreement also provides for further planting outside the site boundaries.

Amenity provision is satisfactory for a high-density residential development in the Harrow Town Centre. The amenity space is made up from surface amenity space at ground and lower ground floor levels and the provision of balconies to most flats. Amenity space can be broken down to private amenity space which is 2,965m² and communal amenity space which is 5,918m².

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Children's play space provision is identified at 3 different areas within the development. The landscaped area between Blocks C & D (Area 1), Blocks D & E (Area 2) and Blocks A & B (Area 3) are allocated for children's play space. The number of children for this development has been calculated at approximately 156 with the majority within the 0-10 age group. Areas 1 and 2 would be allocated as children's play spaces (1394 square metres), whereas Area 3 would be youth space (570 square metres). The allocation of these spaces are above the minimum requirements set out in the GLA Draft SPG on Providing for Children and Young Peoples Play and Informal Recreation. However, it is considered that provision for older children in Area 3 would not provide appropriate facilities for sport or physical activity for this age group, by virtue of its size and proximity to adjacent dwellings. A more suitable arrangement would be to improve facilities in Harrow Recreation Ground, which is within 800m walking distance of the site and to seek a S106 contribution to meet these costs. This would further enable the area between blocks A and B to be retained as general amenity space for residents.

Maintenance & management of the site landscaping will be outlined through the S.106 Agreement. Furthermore a planning contribution toward the provision of children's play facilities in the immediate vicinity is considered appropriate.

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

9) Impact on Local Services

Health: The PCT has advised that current primary health care facilities, which for the most part comprise small, single-handed, practices, may not have the capacity to accommodate the anticipated population arising from the development. At this stage, the impact on services cannot be fully assessed given that the proposed development, if approved, is unlikely to be completed before 2012/13, and additional health care provision may have come forward over that time period. However, it is considered prudent to seek a financial contribution to assist the PCT in its health care planning process and help to meet any future demands on services arising from this development. A S.106 obligation to this effect is recommended above.

Education: Officers are preparing a comprehensive study of educational needs arising from the increase in population in the borough in general and the Town Centre in particular. This work is to be considered by Cabinet and will outline how educational needs are to be met, taking into account the implications of the impending changes in the age of transfer from primary to secondary school. It is therefore considered appropriate to seek a planning contribution to meet the additional demand for school places arising from this development. A S.106 obligation to this effect is recommended above.

10) S17 Crime & Disorder Act

The proposed development incorporates the key principles of Secured by Design in compliance with the Government's Safer Places agenda.

Vehicle and pedestrian access routes are designed to be visually open, direct and well used. The principle of the circulation within the scheme is based on the Home Zones principle where pedestrian routes take priority. The proposed development has been designed to offer high levels of natural surveillance with active frontages throughout the site over communal areas, footpaths and seating.

The only exception to this is on the eastern end of Blocks C, D & E where the side elevations offer no natural surveillance in order to avoid overlooking and loss of privacy issues with neighbouring residential properties. Notwithstanding, this part of the development overlooks a landscaped buffer between the development and adjacent properties which would be a managed landscaped area with no general access. This will restrict usage to the benefit of adjoining occupiers and minimise security concerns.

The development proposes a variety of different measures with regards to boundary treatment that will ensure the site is safe and secure. The drop in levels from the ground floor to the lower ground floor act as a barrier between the levels at the rear, and a 1.8m open weld mesh fence is proposed between the lower ground floor parking and the landscaped area to the south east corner of the development. Other details show restricted access to the private communal amenity areas and controlled bollards to restrict vehicle access to the ground floor level. In principle these measures are considered acceptable.

To ensure that the Council is fully satisfied with the finer details of the proposed boundary treatment, further information is to be submitted by way of a pre-occupation condition.

Cycle stores have been designed as secure, enclosed, rooms with well-lit access to encourage and facilitate maximum usage.

Lighting levels are proposed for the site to meet BS: 5489 meaning overall uniformity of street level lighting and no hidden dark circulation areas in the external areas of the development. Appropriate lighting would be provided for footpaths, and boundaries between public and private space would be clearly defined. At the same time planting and soft landscaping would generally be low level to allow maximum natural surveillance and avoid hiding places.

The lower ground floor car park will be managed by the Council and will incorporate CCTV, a secure barrier system and an on-site office at the entrance of the car park area. Car park areas would be well lit and vehicle barriers would control vehicular access to the car park area.

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Further, door & window provision on the flats would be designed to meet the minimum British standards, with no entrance recesses of more than 600mm.

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

11) Consultation Responses:

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

- Loss of Library – planning permission has been granted to relocate the existing Gayton Library to Garden House on St John's Road on a temporary basis for a period of 5 years (planning reference: P/3797/07/CFU). The library has now relocated.
- No performing arts centre proposed – this is not a material planning consideration, nor is there any provision in PS5 of the HUDP 2004 or in the Town Centre Development Strategy 2005 that states a performance arts centre would be suitable on this site.
- Loss of property value – this is not a material planning consideration
- Proposal will harm the character of the Harrow on The Hill Conservation Area – given the location of the site it is considered that the proposal would not adversely affect Harrow on the Hill Conservation Area.

CONCLUSION

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

FORMER LOWLANDS ROAD RECREATION GROUND AND PART OF EXISTING HARROW COLLEGE, LOWLANDS ROAD, HARROW, HA1 3AQ

Item: 1/04
P/0707/08/CFU/DT2
Ward GREENHILL

REDEVELOPMENT OF HARROW COLLEGE IN AN 8 TO 10 STOREY BUILDING ON ADJACENT SITE AT LOWLANDS ROAD RECREATION GROUND TO PROVIDE 33,970 SQM OF FLOORSPACE FOR UP TO 4,000 STUDENTS, REPLACEMENT AND RECONFIGURATION OF 0.97 HECTARE OF METROPOLITAN OPEN LAND (MOL), CREATION OF NEW ACCESS AT STATION APPROACH, BASEMENT CAR PARKING, CYCLE AND MINIBUS PARKING AND ASSOCIATED LANDSCAPING.

Applicant: Harrow College
Agent: Drivers Jonas
Statutory Expiry Date: 12-JUN-08

RECOMMENDATION

Plan Nos: 0609/A/L (00)/0001 0609/A/L (00)/0002 rev D 0609/A/L (00)/0003 rev A 0609/A/L(00)/0004 rev D 0609/A/L(00)/0005 rev A 0609/A/L(00)/0006 0609/A/L(21)/0011 rev C 0609/A/L(21)/0012 0609/A/L(04)/0010 rev D 0609/A/L(04)/0011 rev D 0609/A/L(04)/0012 rev D 0609/A/L(04)/0013 rev D 0609/A/L(04)/0014 rev C 0609/A/L(04)/0015 rev C 0609/A/L(04)/0016 rev C 0609/A/L(04)/0017 rev C 0609/A/L(04)/0018 rev C 0609/A/L(04)/0019 rev C 0609/A/L(27)/0010 0609/A/L(27)/0011 0609/A/S(04)/1100 0609/A/S(04)/1104 0609/A/S(04)/1108 0609/A/L(04)/0021 rev A 0609/A/L(04)/0022 rev A 0609/A/L(04)/0023 rev A 0609/A/L(04)/0024 rev A 0609/A/L(04)/0026 rev A 0609/A/L(04)/0031 rev A 0609/A/L(04)/0032 rev A 0609/A/L(04)/0033 rev B 0609/A/L(04)/0034 rev B 0609/SK/0152 0609/SK0154 0609/SK(0155 254/100 Rev P1 254103 REVP1 254 107 Rev P1 254 110 Rev P1 254 /114 Rev P1 254/115 Rev P1 254 /118 Rev P1 254/202 RevP1 254/204 RevP1 254/120 RevP1

Planning Statement

Design & Access Statement

Landscape Strategy

- Environmental Impact Assessment including
- Sustainability Assessment
- Flood Risk Assessment
- Arboricultural report
- Transport Assessment/Travel Plan
- Energy Statement (Individual and site-wide)
- Statement of Community Consultation
- Green Roofs Study

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INFORM the applicant that:

- 1) The proposal is acceptable subject to the completion of a legal agreement within 6 months (or such period as the Council may determine) of the date of the Committee decision on this application relating to:
 - **Footbridge**
The College to ensure that appropriate arrangements are in place to facilitate the construction of the footbridge on the south side of the railway
 - **Station Approach**
The College to prepare a streetscape improvement scheme for Station approach in accordance with a specification to be agreed with the Council (to include new paving, lighting, tree planting and street furniture) and to finance the cost of the work
 - **Lowlands Recreation Ground**
The College to lay out the remodelled Lowlands recreation ground to a specification agreed with the Council, and to contribute £20,000 towards future maintenance for a period of 10 years
 - **Travel Plan**
The College to prepare, implement monitor a Travel Plan, to encourage the use of sustainable travel modes by future users of the College
 - **Local Employment Initiatives**
The College to contribute to a Local Construction Training and Employment Plan, to be agreed in writing by the LPA prior to the commencement of the development
 - **Public Access**
The College to ensure that public access is maintained through the proposed new College building from Station Approach to the proposed footbridge and remodelled Lowlands Recreation Ground
 - **Public Realm Improvements**
The College to contribute £100,000 towards the cost of public realm improvements in Lowlands Road, as outlined in the draft Public Realm and Access Strategy for Harrow town centre
 - **Roxborough Park and The Grove Conservation Area**
The College to contribute £20,000 towards the implementation of management proposals set out in the Roxborough Park and The Grove Conservation Area Management Strategy
 - **Renewable Energy**
The College to covenant that at least 20% of the energy used in the development will be generated using renewable resources and low carbon technologies.
 - **Public Art**
The College to secure the provision of Public Art in the vicinity of the site to a specification to be agreed with the Council
 - **Use of Performance Area**
The College to provide access to the College's Performing Art Facilities for external users when not required by the College.
 - **Legal costs**
The College to pay the Council's reasonable costs in the preparation of the agreement

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- **Planning Administration Fee**

The College to pay an administration fee for the monitoring of and compliance with this agreement, calculated as 5% of the contributions to a of £50,000.

2) A formal decision notice, subject to planning conditions noted below will be issued upon the completion by the applicant of the aforementioned legal agreement and the advertisement/referral of the application to the Government Office For London in accord with the development Plans and Consultation Departure direction 1999 and subject to EA withdrawing its objection.

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

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

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

2 Prior to the commencement of the development hereby permitted, a detailed schedule of measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development, shall be submitted to and approved in writing by the local planning authority. Any such security measures must meet the standards of the Secured by Design Award scheme (<http://www.securedbydesign.com/guides/index.aspx>) and shall to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

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

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

3 Prior to the commencement of the development hereby permitted, details that show how the standards set out in the Park Mark Safer Parking Award Scheme Guidelines (<http://www.saferparking.com/Info.aspx>) are to be incorporated into the provision of the parking element of the scheme shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON: In the interests of providing a safe parking environment compatible with delivering safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy D4 of the Harrow Unitary Development Plan, and Section 17 of the Crime & Disorder Act

1998.

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4 Before the development is occupied, or in accordance with a timetable agreed in writing, the boundary treatment shall be carried out in accordance with details to be submitted to and approved by the Local Planning Authority in accordance with the principles set out in the two drawings submitted as the Design & Access Statement - Part 2 Design Strategy - Addendum Boundary Treatment: Updated version of 23.01.2008 (dated 01.02.2008).

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

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

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

a: the boundary

of the site is enclosed by a close boarded fence to a minimum height of 2 metres.

Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

6 The existing access(es) shall be closed when the new access(es) hereby permitted is / are brought into use, and the highway shall be reinstated in accordance with details to be submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the reinstatement works have been completed in accordance with the approved details. The works shall thereafter be retained.

REASON: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

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

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

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

numbers / densities.

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

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

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

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

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

11 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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

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

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

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

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

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

REASON: To safeguard the appearance of the locality.

14 The development hereby permitted shall not commence until details of the provision for attenuation against externally generated noise and vibration have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

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

15 The development hereby permitted shall not 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.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

19 Development shall not proceed beyond ground level damp proof course until details of a scheme for generating 20% of the predicted energy requirement of the development from on-site renewable resources have been submitted to and approved in writing by the local planning authority.

REASON: To ensure the development provides satisfactory level of renewable energy.

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20 Development shall not commence until details of the proposed phasing programme have been submitted to, and approved in writing by, the local planning authority. Development shall be carried in accordance with the approved programme.

REASON: In the interests of safeguarding neighbouring amenity and the character of the surrounding area.

21 The development hereby permitted shall not commence until details showing how the site will be externally lit at night times and during hours of darkness have been submitted to, and approved in writing by, the local planning authority. The development shall not be occupied until the works have been completed in accordance with the approved details and thereafter retained.

REASON: In the interests of neighbouring amenity and the character of the locality.

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

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

23 Before the development hereby permitted commences a Tree Protection Plan for the whole site shall be submitted to and approved in writing by the Local planning Authority. The details submitted shall include staked fencing around the Root Protection Area for each tree, inside which no construction activity shall take place and no plant or materials shall be stored. The site shall be retained as such until the redevelopment of the site is completed.

REASON: To protect the health of the trees and to safeguard the appearance and character of the area.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

2A.1 Sustainability Criteria

2A.2 The Spatial strategy for Development

2A.8 Town Centres

2A.9 The Suburbs: Supporting Sustainable Communities

3A.24 Education facilities

3A.25 Higher and further education

3C.1 Integrating transport and development

3C.19 Local transport and public realm enhancements

3D.2 Town centre development

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3D.10 Metropolitan Open Land

3D.13 Children and Young People's Play and informal recreation strategies

3D.14 Biodiversity and nature conservation

3D.15 Trees and woodland

4A.4 Energy assessment

4A.7 Renewable Energy

4A.11 Living Roofs and Walls

4A.14 Sustainable drainage

4A.18 Water and sewerage infrastructure

4B.1 Design principles for a compact city

4B.2 Promoting world-class architecture and design

4B.3 Enhancing the quality of the public realm

4B.9 Tall buildings - location

4B.10 Large-scale buildings - design and impact

Harrow Unitary Development Plan:

S1 The Form of Development and Pattern of Land Use

EP15 Water Conservation

EP20 Use of Previously-Developed Land

EP25 Noise

D4 Standard of Design and Layout

D9 Streetside Greenness and Forecourt Greenery

D10 Trees and New Development

D14 Conservation Areas

D23 Lighting, Including Floodlighting

D30 Public Art and Design

D31 Views and Landmarks

T6 The Transport Impact of Development Proposals

T13 Parking Standards

C17 Access to Leisure, Recreation, Community and Retail Facilities

I 5 Proposals Map and Proposal Sites Schedule

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

Access For All - Supplementary Planning Document (April 2006)

Town Centre Development Strategy July 2005

2 INFORMATIVE:

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

3 INFORMATIVE:

There are public sewers crossing this site. No building works will be permitted within 3 metres of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Water's be required, the applicant should be advised to contact Thames Water Developer Services on 08458502777.

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4 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (i.e. those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990 and associated legislation.)

5 INFORMATIVE:

In aiming to satisfy the Community Safety condition(s) the applicant should seek the advice of the Borough Crime Prevention Design Advisors (CPDA). They can be contacted through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of this / these condition(s).

6 INFORMATIVE:

Building works must be carried out in strict accordance with the London Underground Limited "Special Conditions for Outside Parties Working on or near the Railway". The applicant is advised to contact London Underground Infrastructure Protection office for more information on 02070279549 (105 Victoria Street, London SW1E 6AD).

7 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Policy Framework (S1, PS6 – Proposal Site 6 (Harrow On The Hill and Land in College Road and Lowlands Road)
- 2) Harrow on the Hill Station Planning Brief. Adopted in July 2005
- 3) Design and Character of Area (4B 2, 4B 3 S1, D4, D5, D9, D10, D30, D31)
- 4) The Layout and Form of The Proposal (4B 9, 4B 10, S1 EP44 EP47 D4 D5 D7 D9 D10 D14 D29 D30)
- 5) Views and Landmarks (D31)
- 6) Tall Buildings, Design and Layout (4B.9) (HUDP Schedule 3 Criteria for Assessing High Buildings)
- 7) Sustainability & Renewable Energy (4A.4) (EP15, EP20, D4)
- 8) Parking & Highway Safety (3C.19) (T6, T13)
- 9) Landscaping/Trees (3D 15) (D4, D5, D9, D10)
- 10) Ecology/Biodiversity (3D 14) (EP26 EP27 EP28)
- 11) S17 Crime & Disorder Act (D4)
- 12) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major Development, all other
Listed Building Grade 2	The White House
Site Area:	1.57 ha
Car Parking:	Standard: 27 (maximum) Justified: 20 Provided: 20
Secure cycle spaces	100
Wheelchair Standards:	
Council Interest:	Council owned land (MOL)

b) Site Description

- The site is currently a part of Lowlands Recreation Ground. It is bounded to the north by Harrow on the Hill Station and the railway lines, to the east the existing Harrow College, to the south by Lowlands Road and to the west by Station Approach.
- The site is very accessible, being immediately adjacent to the Mainline and London Underground Station and Harrow Bus Station, which provides a range of services across the borough and beyond. As such, the area has a PTAL (Public Transport Accessibility Level) of 6a, which is very high.

c) Proposal Details

- The redevelopment of the College is one part of a comprehensive redevelopment of the area that involves the consolidation of the both the Harrow on the Hill and the Harrow Weald College campuses on the site that is now Lowlands Recreation Ground (MOL) and on a strip of land adjacent to the railway to be acquired by the College.

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- The MOL will then be provided to the south of the College site, extending outwards towards Lowlands Road and The Grove Open Space.
- An outline application for the redevelopment of the existing College site for 404 to 420 flats, ranging in height from 2 to 13 storeys, reducing through a graduation in height towards the edge of the Open Space and the White House has been received. This site adjoins the application site and, if approved, will be the subject of a separate legal agreement.
- Lowlands Recreation Ground, the existing MOL, is an area of 0.98ha that extends between the Town Centre and The Grove Open Space, which then continues up to St Mary's Church. Mature trees are located on the southern and western boundaries along Lowlands Road. At the north eastern corner of the open space is a children's playground.

d) Relevant History

- None

e) Pre Application Discussion

The planning and design for the redevelopment of the two sites has been the subject of detailed negotiations with the local planning authority over the last two years. This has been carried out within the framework of the adopted Planning Brief , which addresses several sites including the Harrow Post office site on College Road, immediately to the north of the railway lines.

f) Applicant Statement

- The prime object of the scheme is to create a modern, fit for purpose mixed use redevelopment of the College site funded partly by the sale of surplus land.
- The site is allocated in the adopted HUDP 2004 (Harrow Unitary Development Plan) (Site PS6), and in a Planning Brief adopted as Supplementary Planning Guidance (July 2005) as part of a regeneration proposal for 5.08 ha of land encompassing Harrow On The Hill Station and adjoining land to the north and south of the railway. These documents have identified the College site as an Opportunity Site (PS6) whose significance “ provides the opportunity for high quality, higher density, mixed use development and enhanced interchange facilities”.
- Harrow College is a medium sized tertiary College that provides academic and vocational education and training through a range of courses from pre entry level to higher education. It was formed in 1999 following the merger of Weald College and Greenhill College and operates on two sites at Harrow On The Hill and Harrow Weald, along with 35 outreach and community based venues. The College has an enrolment of 9,000 students, which creates a daytime attendance at each campus of some 2,000 students and staff.

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- The building stock of the College is very old and is also operating at maximum capacity. The College already is one of the top 10% of national space efficient users and is suffering from a 31% shortfall in space. A property strategy prepared for the College in 2003 and a later feasibility study identified maximum capacity, overcrowding, a poor physical quality of the estate and the waste that arises from duplicating functions (a consequence of two site working) as major problems.
- In January 2006 the College made an Application In Principle (AIP) to the LSC (Learning and Skills Council) for capital support for a 27,500 sqm single site in the heart of Harrow, which was subsequently revised upwards to 33,970 sqm GEA, in recognition of the need to adhere to new space guidance from the LSC and the need to put disabled car parking and the refuse recycling centre into the basement because of constraints on external space.
- The College is now preparing an Application In Detail (AID) to the LSC for funding, the balance of the project cost to be secured from the disposal of the existing campuses at Harrow On The Hill and Harrow Weald.
- In August 2007 The College presented the proposals, alongside the Borough and Dandara (the developer of the nearby Post Office site on College Road) to the Mayor Of London. The Mayor acknowledged the merits of the scheme and the importance of securing funding from the LSC. He accepted zero affordable housing in lieu of the provision of a £5m funding contribution to public transport provision.
- As required by the Environmental Impact Assessment Regulations 1999 for an application of this scale, a Scoping Report and a request for an Environmental Assessment Scoping Opinion were submitted to the Council in April 2007. The subsequent Scoping Opinion confirmed the content of the Scoping Report. In accordance with the Scoping Opinion, an EIA covering both schemes has been submitted.
- A Public Consultation Exhibition was held from 12th –23rd November at Harrow College, the Civic Centre and Harrow Leisure Centre. Pre application consultations have also taken place with GOL, Harrow Public Transport Users Association, Harrow Heritage Trust, Greener Harrow/Agenda 21, the Roxborough Residents Association and the Conservation Area Advisory Council.
- The proposed building will be located in the northwestern portion of land that is the existing Lowlands Recreation Ground. The building will accommodate 4,000 students.
- Access for pedestrians and vehicles (services and drop off) will be at the northern end of the building from Station Approach. The vehicular access will take an easterly route to the rear of the building where there will be access for deliveries, disabled car parking and minibus bays.
- Along with the basement parking, 100 secure cycle spaces will be provide under the colonnades on the east and west sides of the building, adjacent to the two entrances. Further space is available in this respect, subject to demand.

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- Emphasis is put on the context of the site and in particular, the need to preserve views towards and across the site. Regard has also been had to the sensitivity of the site within a conservation area and to the fact that the roofs and profile of the building will be visible across the skyline of the Town Centre.
- This is an attractive building designed with distinctive materials in the knowledge that the scheme is in a conspicuous location. The design of the building is influenced by its functionality. A permissive route through the building will be provided and people will be able to use facilities such as the hair and beauty salons, a fitness suite and a theatre. The general teaching spaces are designed in the knowledge that changes in learning and teaching techniques are rapid and constant. The risk of obsolescence is therefore minimized.
- The design creates a legible building, economy of layout, legibility and good natural surveillance.
- The building will comprise a ground floor and entrance concourse, an east and west teaching wing, a central atrium wing and vertical circulation via escalators, lifts and stairs. The concourse is the focal point of the site and runs on an east west alignment linking the bridge (the subject of a separate application by a third party) and the public square together.
- Most of the teaching accommodation will be located in the east and west wings. The south 'prows' of the wings house the double height local Learning Centres (LLC's) are positioned so that they provide dramatic views of the Grove and Harrow On The Hill beyond.
- The Central Atrium Wing accommodates the large, open plan parts of the scheme, such as the refectory and lecture theatres. These rooms are located on the southern elevation to take advantage of views. They will open out into planted terraces and span back to the atrium to provide the facility for internal break out areas.
- The atrium rises six storeys through the centre of the building, providing light and a hub for circulation and orientation space. It is also a means of surveillance for all of the circulation areas, helping to minimize the opportunity for anti social activity in unsupervised areas such as staircases and corridors.
- The scheme is dependant on the re-provision and reconfiguration of the MOL. The existing area occupied by Lowlands Recreation Ground (an area of 0.97 ha) is proposed for re-provision to the south of the College site. It will be laid out in a manner that respects the Grove Open Space (also designated MOL) on the south side of Lowlands Road, ensuring that the open character of the land is maintained.
- The construction of a new pedestrian bridge over the railway lines is proposed by the developer of the Harrow Post Office site at 52 College Road. This involves the provision of a public square serving the bridge and the College east entrance, which will also act as a gateway to the residential scheme that is proposed.
- The reconfigured MOL will provide recreational space for children, a pleasant garden style environment that will be a place for relaxation from the harder edge of the Town Centre

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- It will provide a sense of place, a gateway into Harrow and a fitting setting for the Listed Building known as 'The White House'.
- It will maintain views of 'The Grove' Open Space and St Mary's Church.
- The reconfigured MOL will be a sustainable resource and will encourage an ecological venue in the Town Centre.
- It will create a series of pathways that pick up the principle desire lines between the new bridge and the wider area. The key path will run immediately in front of the College and the residential development that links the junction of Station Approach and Lowlands Road with the eastern end of the site.
- Sensitive and carefully designed landscaping will ensure that a clear structure, articulating the different uses of the park and providing opportunities for informal and structured play and new habitat and biodiversity is achieved.
- A sculpted grass area will be provided that forms a central valley in line with the viewing corridor to St Mary's spire.
- Seating areas will be created in the new civic spaces and a formal urban square associated to the new bridge and the entrances to both the College and the Station. This seating will be distributed across the site to take advantage of its south facing aspect. This will also improve security and natural surveillance in the area.
- Tree planting and soft landscaping will be designed to articulate space and create a parkland aspect, whilst maintaining the transition between private and public space and hard and soft spaces.
- Play areas will be created for children in the 4-8 year and the 8-12 year group. They will feature informal changes of level and structural features.
- Supplemental tree planting, particularly around the White House and its associated pavilion will be provided.
- A series of public art elements providing the dual role of visual amenity and informal seating and play areas will be provided along with a public square at the east entrance to the College.
- An accessible footpath will provide the route from the eastern corner of the site to the new footbridge. This will allow pedestrians and cyclists to approach the residential part of the site along the edge of the park and behind the White House to the front of the blocks of flats.
- Materials in the proposed development have been chosen to minimise the impact of the scheme on the environment. The palette will be selected with production and transport environmental concerns uppermost in mind. Where possible, they will be sourced locally. Maintenance operations and the long-term durability of the design will also be key factors to ensure that viability is achieved. Water management techniques will be designed to minimise the impact on the drainage systems.
- The landscaping that is proposed includes the use of in situ concrete with different textures to assist the orientation of people who are visually impaired and define spatial structure. Paths within the park will be made of porous self binding compacted gravel, maintaining the open character of the MOL and integrating it with The Grove.

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- The planting strategy will involve habitat creation and biodiversity to increase the wildlife potential of the scheme. It will include green roofs and wild flower meadows. Trees will be removed as a result of the reconfiguration of the MOL and for safety reasons. The trees have been categorised from A to C (A indicates that the specimens are high quality) and R indicates that they are to be removed. No category A trees are to be removed, while trees from categories B and C that are proposed to be removed is 25 and 31 respectively. 10 trees are proposed for removal under category R. This amounts to 66 trees in total.
- The planting of 135 trees in new locations across the site will mitigate this loss. Although the landscape of the MOL will be provided as part of the development, the Local Authority will maintain and manage the open space thereafter.
- The College development will be comprehensive, in order that the services that the College provides during term time will not be disrupted. The new College will be built on the existing MOL and when the building and reconfiguration of the new MOL is complete, the College will vacate its existing site. Construction is hoped to begin in November 2008 and be operational by September 2011.
- All construction traffic will gain access to the site via the existing road network, which would be expected to have the capacity to accommodate the level of traffic that a construction project such as this would generate.
- The route would avoid Station Approach, Grove Hill Road and Peterborough Road and would be defined as part of a site-specific Environmental management Plan (EMP) in line with the Council's construction guidelines. The EMP would also set the hours of operation for the construction vehicles.

g) Consultations:

Defence Estates: The MOD has no objections to the proposal.

Greater London Authority: No formal response available before 14th May

Transport For London: GLA to reply on behalf of TFL due to property interest

London Underground Ltd: Site adjoins LUL land boundary. The developer will need to be able to show to LUL engineers before the development commences that the proposal will not have any harmful effects on TFL land and infrastructure. Otherwise, there are no comments.

Environment Agency: Objection to inadequate Flood Risk Assessment that has been submitted (see report)

Thames Water Utilities: No response.

British Airports Authority: No response.

English Heritage: Specialist Staff have considered the information that has been submitted and do not wish to make any comments on this occasion. Recommendation: The application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

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CABE : Redevelopment of the College site is welcomed as part of the wider regeneration of the Town Centre and the Station area in particular:

- The scheme addresses the Station access and the new public area next to the Bridge landing with active frontages and public functions.
- More attention will need to be paid to the distinction in design terms between the College buildings and the residential scheme.
- The form and layout of the College is coherent and robust, the concourse providing a strong link between the Station and the Bridge area.
- It is questionable whether the replacement MOL will compensate adequately in terms of new green space and landscaping.

Harrow Hill Trust: Scheme is in conflict with the guidance in the Roxborough Park and The Grove Conservation Area Policy statement moving the new building on to green space nearer to the Station, making a proposed footbridge the 'spine' of the new development and building blocks of flats on the existing MOL is poor planning. The view of Harrow on the Hill will be blocked by a 7/8 storey building, few people will use the footbridge, other than students and the new residents. The area between the College and the flats will become windswept dead space.

Advertisement: | Major Development | Expiry: 27-MAR-08

Notifications:

Sent:	Replies:	Expiry:
6791	88	26-MAR-08

Summary of Response:

- High-rise buildings should not be allowed, given past experience of the social problems associated with such development.
- Loss of valuable open space and link to Harrow on the Hill is unacceptable.
- The proposed development contradicts advice in draft SPD for Harrow on the Hill, because buildings of 10 to 12 storeys will interrupt the view, contrary to Appendix 2 of the SPD.
- The excessive height and scale of the scheme destroys the open character of the area.
- Views of Harrow On the Hill across the Lowlands Recreation Ground will disappear.
- The residential character of the conservation area will be changed.
- Concentration of students will extend into the open spaces, which previously provided a quiet, tranquil alternative to the Town Centre. The development of the bridge link will exacerbate this process.
- The proposal in MOL terms is in conflict with HUDP policies SEP 5 and Policy EP 43.
- Not a reconfiguration of the MOL involving a 'like for like' land swap. Area of replacement MOL should reflect the much greater scale and extent of buildings and replacement area of MOL is in an inferior location.

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- The schemes that have been submitted do not contain any detailed plans for Transport Hub.
- No appropriate transition between the town centre and surrounding areas.
- The proposals do not follow the illustrative concept of Planning Brief Figure 11 and as such, should be refused.
- The basketball or sports pitch proposed on the open green will become a meeting place for youths to hang around and for anti social activity such as drug taking.
- Disturbance and pollution and the upheaval of construction work and traffic disrupting everyday life for residents.
- Does not reflect the architectural vernacular and townscape of the locality.
- The proposal to replace the existing amenity space with alternative open space that is surrounded by buildings bisected by paths leading into the town centre will render it as little more than a cut through rather than a park.
- This proposal is badly thought out.
- Inappropriate location for student accommodation.
- It should not be provided on Open Space but in existing locations such as the private rented sector or where there is under used accommodation, as for example at the Northwick Park campus.
- This proposal, along with the other large schemes that are proposed in Harrow, will put intolerable pressure on an already overstretched infrastructure.
- Harms the setting of a Listed Building, out of keeping with its surroundings.
- All of the large scale developments that are currently proposed in the centre of Harrow are unacceptable, the vista of St Mary's spire will be destroyed residual open space that remains will not compensate for overdevelopment.
- Excessive heights and densities. Better to develop elsewhere.
- Renewable Energy requirements should be at 50% to accord with the Government's aim to make all new homes carbon neutral by the year 2016.

APPRAISAL

1) Policy Framework

The application site is identified in the Harrow Unitary Development Plan 2004 (HUDP) as Proposal Site 6 (PS6) Harrow On The Hill Station and Land in College Road and Lowlands Road. Development that is encouraged includes public transport improvements and preferred uses include mixed-use developments for office, education, civic, residential, leisure and retail use and open space. Specifically, the HUDP recognises that the PS6 site offers the potential for Harrow College to locate its core functions at a single site within Harrow Metropolitan Centre

The proposal for the College use and the ancillary uses associated with the scheme are consistent with PS6.

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The site sits within the Roxborough Park and the Grove Conservation Area. Supplementary Planning Guidance, dating from 1990, has been adopted for the area. A new appraisal and management strategy has been drafted and been the subject of public consultation, along with the accompanying Harrow on the Hill Conservation Areas SPD. Both documents are due for adoption in May.

2) **Harrow on the Hill Station. Planning Brief**

The Planning Brief, adopted as Supplementary Planning Guidance by the Council in July 2005, was prepared to help shape proposals for land around Harrow on the Hill station. It establishes a set of principles intended to ensure a comprehensive approach to development and enable proposals for all or part of Proposal Site 6 to be brought forward in accordance with an agreed planning framework. The brief identifies 5 key objectives.

A 21st Century Mobility Hub - that resolves bus and rail capacity issues

A new North South Connection - that provides a new pedestrian route over the railway and improves the link between the town centre and areas to the south.

Signature Development - that raises the profile and performance of the town centre through high quality, distinctive design

Mix of Uses - that promotes an exemplar form of use between the town centre and open spaces, Harrow College and a sustainable town centre development

Improved Access - that integrates all modes of transport into the town centres and balances the needs of a range of users

More particularly, the brief identifies specific development guidelines that developers will need to take into account. Those relevant to the current application require:

- A comprehensive development that accommodates, at least as a future phase, the expansion plans of the College;
- A distinctive scheme that strengthens the town centre and brings enhanced identity, at a scale and density that makes full and effective use of the site's location adjacent to a major transport hub;
- Proposals should respect the character and function of Metropolitan Open Land within the site, though the scope to remodel the open space to improve its function and create a better relationship with The Grove should form part of comprehensive proposals.
- The visual impact of proposals from key views will need to be considered and buildings laid out in a manner that create opportunities to provide new views to St Mary's church from College Road and others parts of the site.

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An illustrative layout is included in the brief to demonstrate one way of achieving the identified development objectives. It shows "... Harrow College comprehensively remodelled to become a model campus with 21st century facilities for learning, framing the open space and, combined with high quality flats, offering superb views of Harrow on the Hill".

The extent to which the application complies with the adopted brief is considered in the relevant sections of the report.

3) Design & Character of Area

London Plan Policy 4B.3 requires that development proposals achieve the highest possible intensity of use compatible with local context, key design principles and public transport capacity. It puts strong emphasis on the design led approach to development advocated in policy D4 of the HUDP, which seeks to ensure that new development is considered in the context of the site and its surroundings and encourages imaginative new buildings that can contribute positively to the local environment.

The scheme meets these criteria: The height and scale of the proposed College buildings is greater than the immediate surrounding development in the locality. A positive contribution does not imply that developments should merely reflect their surroundings. The College will make a positive statement appropriate to its function and location.

The site is in effect a buffer between two separate character areas, the larger scale tall buildings of the Town Centre to the north and west of the site and the more human, domestic scale of the Roxborough Park and The Grove Conservation Area to the south of the site.

The chief aim in the design of the scheme, using PS6 and the adopted Planning Brief as its guide, is to address the main context of the site, which is the Town Centre and the Grove Open Space, rather than the smaller scale of the Roxborough Conservation Area, which is on the periphery of the site. In this the scheme is comparable to the height and massing of the rather undistinguished buildings of the Town Centre to the north of the site.

4) The Layout and Form of the Proposal

In providing this role, the development responds well to the criteria of PS6 and to the requirements of HUDP Policy D4, in that it is an imaginative design that has grasped the need for economy of space. It is a compact design in recognition of the fact that an educational establishment needs to house a large number of students, who, by the nature of their activity, spend a considerable amount of time circulating around the campus as they attend lectures and seminars in different places.

They will also need to use other facilities such as the refectory or the learning resource centre. The need for a compact footprint and a maximum height of ten storeys is fundamental to the design and layout of the scheme, which needs to be space efficient.

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Furthermore, the layout and form of the proposal needs to relate to the proposed new footbridge across the railway lines. The proposed route allows two entrances to be created on the east and west sides of the building, addressing the Station and the footbridge.

The development recognises the open character of the area and its green setting. The reconfigured MOL to the south of the site unifies the Grove Open Space to it, providing a fitting transition and a significant improvement in the quality of open space provision. The proposal is able to achieve this by stepping the arrangement and massing of the building down and out towards the Grove, while the green character of open space integrates through a segment within the building, complemented by terraces and green sedum roofs.

The scale of the landscape in the reconfigured MOL is an appropriate backdrop to the scale of the new College buildings, which in turn act as a buffer for the noise and pollution of the railway lines. The massing of the buildings, set out in splayed wings that open out towards the Grove Open Space, is designed with the taller elements running north-south with a lower element in between to avoid the scheme creating a barrier between the north and south sides of the Town Centre.

Integral to the layout of the scheme is the sequence of public squares that are linked by pedestrian routes, which in turn connect to existing streets and the town centre. This is in line with the thrust of PS6, which seeks to unify the land on the northern and southern sides of the railway, to enhance the MOL, and to provide a link between the Town Centre and the Hill.

The existing MOL, Lowlands Recreation Ground, is within the Roxborough Conservation Area. The northern part will be the site for the new College, while the southern part will provide the reconfigured MOL. PS6 recognises that the site is disparate in character and lacks focus. It also notes that some of the buildings are poor quality and that some of the buildings and spaces to the adjacent to the conservation area detract from its overall quality. The proposal provides a visual and pedestrian link between Conservation Area and Open Space and the Town Centre. The opportunity to improve the overall quality of the site by distinguishing hard and soft landscaped spaces is apparent.

Particular regard should be had to HUDP Policy D14 in terms of the effect of the proposal on the Roxborough Park and The Grove Conservation Area. This has many different character areas, as defined in the Conservation Area Appraisal document. The part in which the application site sits has a predominantly open character, centred on the Recreation Ground, with a belt of mature trees along the Lowlands Road frontage. It is, however, located at the northern extremity of the Conservation Area and separated from the remainder by Lowlands Road, creating a sense of remoteness despite its proximity to a busy transport hub.

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The scheme will impact on this character, replacing the open space with a large building, but this is considered acceptable since the open space will be re-provided. The open character of the site will not be lost and the remodelled open space will be aligned alongside the Grove Open Space, making both feel larger and better connected. The new building would not be in character with the domestic scale of the houses on the south side of Lowlands Road, but this area is already not of the same character as the residential areas – it is surrounded by larger scale buildings of variable quality and separated from the rest of the Conservation Area by the open space and the road. It is therefore considered that on balance the open space proposals would make a positive enhancement to the character of the Conservation Area while the new College would make a neutral impact in terms of overall character.

This layout also means that the bulk of the proposed buildings does not cut the north south axis, allows views through and helps break up the development. It also allows the development to step down in scale towards the south and the southeast, helping to make a more gentle transition from the large-scale buildings in the north to the domestic scale of the Roxborough Conservation Area in the south.

It is concluded that the layout and form of the proposal meet the criteria of PS6 and HUDP Policies D4 and D14.

5) Views and Landmarks

Views of the site are very important and a source of wider public concern. The effect of development within the PS6 site should be weighed against the effect on Strategic Views that are identified in HUDP Policy D31.

It should be recognised that the Planning Brief stressed that any scheme should seek to create new views of the spire of St Mary's Spire, the emblematic view of the whole borough, while protecting existing views.

The analysis of views by the applicant is set out in Chapter 10 of the Environmental Statement (Visual and Townscape Analysis). Those that have been identified are mostly to the west of the site and would not be affected by this scheme. In all, eighteen viewpoints have been agreed including strategic views that are affected and more immediate views.

A telling change will be that the view of the long vista of the Hill and Grove Fields from the south facing steps of Harrow On The Hill Station will change dramatically. However, this view can still be attained from a different angle from people coming across the bridge and the view will still be preserved from Station Approach, which is the key view identified in PS6. This could be a more enjoyable experience once the Public Realm improvements to Station Approach, which will be the subject of a separate application, are made. Other views identified in the Environmental Statement show that the scheme would be seen against a backdrop or foreground of Harrow town centre and would therefore not have any significant negative impact.

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Significantly, the proposed scheme will facilitate the provision of a new footbridge, linking directly with the Town Centre, which is on the alignment of St Mary's Church. This will provide a dramatic new view of St Mary's and the Hill. The development of the College, and proposals for adjacent residential development, provide a new focus on the Hill and St Mary's to the benefit of users of the developments and open space.

Overall, it is considered that this loss of view can be justified and would not cause conflict with HUDP Policy D31 or PS6.

6) Tall Buildings, Design and Layout

Schedule 3 of the HUDP 2004 and policy D31 outline specific criteria for assessing high buildings. The scheme has been assessed against this.

- Aircraft Operations – Defence Estates raise no objections to the proposal.
- Environment Statement – See applicant's statement above and list of documents in support of application.
- Telecommunications – Considered in the Environmental Statement and shown to have no significant impact??
- Construction and Demolition – any phasing is dealt with by way of condition. Considerate Contractor Code of Practice to be adhered to.

As part of the environment impact statement an assessment has been made on the impact of the complete development proposal on the transmission of radio and television transmission waves, as large structures can interfere with the reception of telecommunication signals.

- During the construction phase of the development, the presence of construction equipment such as cranes, would be expected to cause some reception interference.
- However, the impact on terrestrial reception can be mitigated by the temporary realignment of antennae to areas of better reception. Satellite signals should remain unaffected due to the elevated position of their antennae.
- Following the completion of the development it is anticipated that analogue television reception in the northwestern part of the site would be affected to shadowing of transmission waves from the Crystal Palace Transmitter to the southeast. This can be mitigated by viewers realigning their aerials towards the Hemel Hempstead transmitter to the north west or by switching to digital transmission.
- Interference in television reception will be seriously reduced nationally when analogue reception is replaced by digital reception, which will be completed in 2012, two years before the completion of the proposed development (by 2014).

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7) Sustainability and Renewable Energy

In accordance with PPS 22 and London Plan policies 4A.7 and 4A.8, a statement of energy demand and resultant CO2 emissions has been prepared and a feasibility study of the sites energy demand from renewable technologies has been undertaken. The statement seeks to mitigate the proposed development in terms of its impact on climate change as set out in the Mayor's Energy strategy.

The scheme will incorporate passive design and energy efficiency that will achieve a 32% improvement in CO2 emissions over part L2A of the Building Regulations. The development will be equipped with a central plant room, which can be connected to the 500KWe Combined Heat and Power plant (CHP) plant proposed at College Road to the immediate north east of the site. The site wide CHP is anticipated to deliver a further 13% reduction in CO2 emissions. Should this not prove feasible, the new College plant room will connect to a 150KWe CHP installed on the residential development adjacent to the College.

8) Parking and Highway Safety

The new College site will cater for an increase of 1500 students as compared to the existing site. As a result there will be an increase in pedestrian movement, which is expected to follow current pedestrian trends into and out of the site. The location is already well served with pedestrian crossing facilities and the projected increase in pedestrian movement can be absorbed within the existing capacity of the public footway network and the additional pedestrian capacity gain resulting from the new pedestrian routes through the reconfigured Metropolitan Open Land (MOL) linking through to the proposed footbridge provision across the railway line. This should positively contribute to improved pedestrian permeability and capacity to and from the site.

Cycle parking will consist of 100 cycle stands which although below the 500 recommended provision will be monitored via the Travel Plan to ensure that if cycling demand increases an adequate provision can be met. Currently approximately 25 cycle movements have been observed therefore the initial provision for the new College is four times greater than at present.

In traffic generation terms the minimal scale of parking facilities will amount to 20 basement parking spaces serving visitors, staff and students with disabilities. These spaces together with a servicing area will be accessed via Station Approach. The 84-space surface level season ticket station car park at the rear of the site currently owned by Transport for London (TFL) will cease to operate as a car park and the area will be incorporated within the new College site.

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In summary vehicle movements on Station approach will change as follows:

Existing	Description	Proposed
84	Surface Station Car Park	Nil
100	Multi Storey Station Car Park	100
Nil	College Parking	20
Nil	College Service Yard	18
Drop off/Pick up	Railway Passengers	Drop Off/Pick Up
Nil	Disabled Parking	2
Nil	Disabled Mini Bus Drop off/Pick Up	4

Therefore traffic impact onto Station Approach and Lowlands Road will be minimal and significantly reduced as compared to peak movements attributed to the existing College and TFL car park. This development is therefore not expected to have a detrimental cumulative impact on the road network when combined with future major town centre redevelopments.

Station Approach will continue to operate as a shared use area combining the existing station 'kiss and ride' facility with pedestrian and vehicular access to the College. The intention is to enhance this area, in public realm terms, to reflect and complement the new College location. Negotiations with TfL who own the land are still in progress. It is envisaged that this area will be subject to a separate planning application in due course. The design and funding of streetscape improvements, however, will be secured through the legal agreement attached to this application.

Given the high public transport accessibility levels of this location together with the stringent parking controls in the vicinity it is predicted that the current dominant public transport mode use by students will remain. In capacity terms this will however impinge on Harrow on the Hill Train station and bus capacity at peak periods. It is anticipated that there will be a negligible increase in evening peak student movement and a net increase in the region of 500 additional movements during the morning College peak period (8.45 - 9.45 am). A further 550 students would be expected during the highest College peak period (12.30 - 13.30).

It is accepted that the majority of students from both the Brookshill and Lowlands Road Harrow College sites will be existing users of the public transport network so the consolidation of both sites to Central Harrow will not impinge greatly on overall transport capacity but will act as a peak localised concentration of demand on the town centre.

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In capacity terms it is the morning peak that will significantly impact on service provision. Improvements to Harrow on the Hill Station and Bus Station are to be facilitated through the pooling of S106 contributions on major schemes in the Town Centre. Contributions of £5 million is being sought towards the enhancement of Harrow on the Hill bus and train stations from both the College residential application and the Dandara application. It therefore envisaged that this will positively impact on the additional College related demands made on public transport.

The travel plan is in accord with Transport for London, London Plan and HUDP Policy T13 and conforms to the advice in PPG 13

9) Landscaping/Trees

A landscape strategy has been proposed for the whole of the MOL. The Planning Brief for PS6 seeks to retain the MOL's character and to create a series of public spaces to connect to the town centre.

The proposed reconfiguration of the MOL links to the Grove Open Space by use of the land in a strip parallel to Lowlands Road. The proposed simple landscape treatment of grass, retention of mature existing trees and new tree planting together with terracing and new earth profiling will enhance the MOL and links to the character of the Grove Open Space. The existing MOL's principal character is that of simple, open green space which is afforded quality and dynamism by its topography and the very large trees. This simple approach is continued in the scheme proposals and should enhance the quality and use of the space to a large degree.

The pedestrian link between the proposed footbridge and the MOL - to the east of the proposed Harrow College - is more formal in landscape treatment. This landscape is a suitable treatment since it would be a transitional space between Harrow town centre - a built up area, past Harrow College and the proposed residential development through to the MOL. The scheme proposes some high quality and innovative features that should create a real sense of place such as the field of jet fountains and the grass banking. The hard landscaped areas take account of proposals in the draft Public Realm Strategy for Harrow town centre, which should help to ensure that the spaces in and around the centre feel linked and of high quality. Implementation of the landscape strategy for the remodeled MOL, and funding for future maintenance, will be secured through the legal agreement.

A site visit was made in the summer of 2007 to consider the Tree Survey and Constraints Plan submitted by BJ Unwin Forestry Consultancy. The report was found to be acceptable.

The scheme involves the removal of 11 x 'B' grade trees. It appears that in order to accommodate the proposal approx. 11-x 'B' grade trees will have to be removed.

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It is recommended that any underground utilities are routed along/under the existing access road for the underground station, rather than through the open space, which could have a serious impact on existing tree roots.

If recommended to grant, the following conditions be appropriate:

- A Tree Protection Plan* As part of this plan, the tree protection fencing should be staked and in place before the demolition & construction works commence, and should remain in place for the entire duration of the construction works.
- A scaled plan detailing how any underground utilities will be laid to service the new Campus at the rear of the Park.
- A landscape plan – with new tree planting – for the site frontage and the front of the existing Harrow College site. This should seek to compensate for the tree loss at the rear of the Park.
- The proposed reconfiguration of the MOL links The Grove Open Space by use of land in a strip parallel to Lowlands Road. The simple landscape treatment of grass, retention of mature existing trees and new tree planting, together with terracing and new earth profiling will enhance the MOL and merge well with the Grove Open Space.
- The pedestrian link between the proposed footbridge and the MOL – to the east of the College building is more formal in landscape treatment. It is a suitable landscaped transition between the more built up area of the Town Centre, past Harrow College and the proposed residential site and through to the MOL.
- This element requires more details design. Careful consideration should be given to the mounds (form and height) adjacent to the College, the footpath network and the likelihood of wind tunnelling between the College and proposed residential sites.
- The College square will require detailed design involving high quality hard landscape materials to reflect those used in the improvements to the St Ann's Centre – Yorkstone and granite.
- The proposed green roofs are a welcome proposal, again subject to careful design and a programme and schedule of maintenance.

These are reflected in the proposed conditions.

10) Ecology /Biodiversity

- The statement that the applicants have submitted (Planning Policy Statement 9) recognises that planning decisions should be made based on up to date environmental characteristics of the area, and that development proposals should aim to maintain and enhance, restore or add to biodiversity interest.
- The report sets out the likely impact of the development, both during the construction phase and once completed a number of proposals are outlined, replacing those lost due to the development, and also to provide new opportunities through bat roosting, bird nesting boxes, landscaping.

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- The surveys are acceptable because the inconclusive results are outlined and further surveying suggested. This can be conditioned. A number of measures to protect wildlife from disturbance will also need to be conditioned. If bats are found to be present in trees, a mitigation strategy will be required.

11) Drainage

The Environment Agency have objected on the basis that there is inadequate provision for floodwater run off to meet the 100-year flood occurrence. This can be dealt with through design of the adjacent open space to allow for storage, as has been the case in other developments such as Stanmore Park.

12) S17 Crime & Disorder Act

The upgrading of Station Approach, with increased CCTV coverage, the reconfiguration of Lowlands Recreation Ground, and the development of the access road to the rear of Lowlands Road will all reduce applications for anti-social behaviour in the area.

13) Consultation Responses:

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

- Addressed in report

CONCLUSION

The application is consistent with the overall objectives of the adopted brief for Proposal Site 6 and will not prejudice their detailed implementation.

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.

**WHITMORE HIGH SCHOOL, PORLOCK
AVENUE, HARROW**

**Item: 1/05
P/0877/08/CFU/AF**

Ward HARROW ON THE HILL

CONSTRUCTION OF 18 SINGLE-STOREY AND TWO-STOREY PORTACABIN UNITS TO PROVIDE TEMPORARY CLASSROOMS AND ANCILLARY FACILITIES WITHIN EXISTING SCHOOL SITE INVOLVING A TOTAL GROSS FLOOR AREA OF 4515.6M2.

Applicant: Harrow Council
Agent: W S Planning
Statutory Expiry Date: 26 MAY 08

RECOMMENDATION

Plan Nos: HD/6471/01, HD/6471/04A, HD/6471/05A, HD/6471/10, HD/6471/11, HD/6471/12, HD/6471/13, HD/6471/14, SJA-TCP-001B, 5440-TA100C, 5440-TA101, 5440-102, 5440-TA103, Tree Schedule, Design & Access Statement.

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

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

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

2 The building(s) hereby permitted shall be removed and the land restored to its former condition within 3 year(s) of the date of this permission, in accordance with a scheme of work submitted to, and approved by, the local planning authority.

REASON: To safeguard the amenity of neighbouring residents and to permit reconsideration in the light of circumstances then prevailing.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

4A.1 Tackling climate change

4A.7 Renewable Energy

4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

C7 New Education Facilities

C16 Access to Buildings and Public Spaces

D4 Standard of Design and Layout

EP25 Noise

T6 The Transport Impact of Development Proposals

T13 Parking Standards

2 INFORMATIVE:

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

3 INFORMATIVE:

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

http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf

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

4 INFORMATIVE:

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

Tel:- 0645 200800.

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5 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

6 INFORMATIVE:

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995 with regard to employment and service provision. An employer's duty to make reasonable adjustment is owed to an individual employee or job applicant. However, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. Failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider if or when challenged by a disabled person from October 2004. The applicant is therefore advised to take full advantage of the opportunity that this application offers to improve the accessibility of the premises to people with mobility and sensory impairments.

7 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Design and Character of the Area (4A.1, 4A.7, 4B.1) (C7, D4)
- 2) Residential Amenity (EP25)
- 3) Access for All (C16)
- 4) Parking and Highway Safety (T6, T13)
- 5) S17 Crime & Disorder Act (D4)
- 6) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major development, all other
Site Area:	4.2 hectares
Proposed Floor Space:	4515.6m ²
Density:	hrph, dph
Car Parking:	Existing: 126 Proposed: 126
Council Interest:	Council Owned

b) Site Description

- Large triangular site is to the north of Porlock Avenue, to the south of houses on Whitmore Road, and to the east of houses on Shaftesbury Avenue
- The school is made up of a number of single-storey, two-storey, and three-storey buildings, located across most of the site. Ball courts are located in the centre of the site. The playing field of the school in the northwest corner is designated as Open Space
- The access to the site is off Porlock Avenue

c) Proposal Details

- 18 portacabin units to be installed around existing school buildings to the west and north of the site
- 11 single-storey units and 7 two-storey units to provide temporary teaching accommodation and ancillary facilities for up to 3 years while the new school is constructed
- Footprints of portacabins range from 18m² to 860.4m²

d) Relevant History

- None

e) Pre Application Discussion

- Site plan presented showing that temporary accommodation would be located around existing school with some play area / green boundary retained.
- Currently there are a great number of units now on site accompanied with acoustic fencing on boundary of school site.
- Canteen for students / staff to rear of site hard up to boundary to residential dwellings.
- Tennis courts make use of existing space for recreational purposes, with only limited usage outside of school hours (courts are not flood lit) - applicant stated they would like Council's advice on whether they could use the courts outside of core school time.
- No windows would be incorporated on the flank walls of temporary accommodation above ground floor level on the boundary with neighbours to the west.

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- Temporary accommodation phase would be for approximately 2 – 2.5 years.
- New crossover into caretaker's residence.
- Access road into school grounds.
- Security issues raised with neighbours on the boundary with the access road. Neighbours have agreed to have new fencing installed along the boundary paid for by the developer.
- Applicant advised that a meeting with stakeholders / residents was to be held on the 14th February 2008.
- In principle the temporary school accommodation was well received.
- In terms of siting concern was raised regarding the canteen which was hard on the boundary and this was felt to impact on sensitive residential boundaries - applicant stated that to maintain play space and the need to maintain access for students the canteen was sited at this point.
- There is in fact a 1 – 1.5 metres fencing between the canteen and the rear of neighbours gardens – applicant was advised to try to resite the canteen slightly forward to address this issue.
- Applicant was advised not to site any refuse storage or extract flues on the northern side of the canteen in order to avoid potential disturbance to neighbours.
- A buffer area for residential dwellings as well as where refuse would be sited should be shown on revised plans - applicant stated that odour abatement methodology would be adhered to within your proposal.
- Floodlighting of tennis courts, including for use outside school times, was considered inappropriate as this could raise issues with amenity impact the occupiers of surrounding residential dwellings.
- It was felt the design to the main entrance to the school was 'boxy' and rather grim and that the applicant should consider creating an entrance with more interest / character and better natural surveillance.
- Council asked who would be using the main access road into the school site and applicant informed us that the access road is an existing road that would be used for deliveries to the canteen and refuse collection.
- The existing School Travel Plan should be reviewed and updated for inclusion with your planning application.

f) Applicant Statement

- Planning statement explains the need for the construction of temporary classrooms to allow for the school to continue teaching while the school is redeveloped.
- Temporary classrooms within the school grounds to replace classrooms that will need to be demolished to enable the construction of the new school building.
- Access to the site and temporary car parking carefully considered and raises no issues in terms of highway safety. Site in a sustainable location given its proximity to local transport.
- Existing access points and car parking to be maintained.
- No expansion to the school proposed.
- Some temporary buildings to be located on 'Open Space' to facilitate redevelopment.

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- Existing level of car parking to be maintained with the addition of temporary car parking spaces.

g) Consultations:

Advertisement: | Major Development | Expiry: 8-APR-2008
| Departure from the UDP |

Notifications:

Sent: 4097 Replies: 3 Expiry: 26-MAR-2008

Summary of Response:

Loss of trees and landscaping, parking, using of 'slip-road' as the 'main access' to the east of the site, use of 'slip-road' for emergency use only.

APPRAISAL

1) Design and Character of the Area

The buildings to be retained are not a permanent form of development. They are a requirement for the school to continue teaching while the school is redeveloped.

The proposed units are single-storey and two-storey in height, which are to be set among the existing school buildings, which are also a mixture of single and two-storey buildings. As such, the development would remain in keeping with the existing street scene. The proposed temporary buildings to be located adjacent to the boundaries are mainly single-storey. The proposed two-storey units are to be located adjacent to the existing two-storey school buildings. The proposed units are to be of a good quality, and are to be located on the site in such a way to maintain the visual amenity of the area.

The temporary structures will not be detrimental to the character of the area in the longer term, the openness and character of this area will be restored following the removal of these buildings at the expiration of any permission. It is suggested, therefore, that a temporary permission would allow the school to maintain operations while preserving the character and appearance of this area in the long term.

2) Residential Amenity

The proposed temporary buildings to be located adjacent to the boundaries are mainly single-storey. The proposed two-storey units are to be located adjacent to the existing two-storey school buildings. The nearest proposed unit to any residential dwelling is 32 metres away, and this is a small single-storey unit. The nearest two-storey unit to a residential dwelling is a small stairwell unit (only 9 metres wide) and this is 36 metres from the dwelling. The single-storey dining unit is to the rear of the site and is 38 metres from the rear of the residential dwellings along Whitmore Avenue. All the proposed units are set off of the boundaries of the site, and are considered to provide acceptable separation distances.

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Due to this, and as the proposed units are temporary, this application is not deemed to have any detrimental effects on the amenities of neighbouring occupiers.

3) Access for All

The proposed development seeks to accommodate people with disabilities by providing level access into the buildings. A lift unit is proposed to give access between the floors in the main temporary two-storey classroom block. The above measures are considered acceptable and the proposed development is therefore considered to comply with policy C16 of the HUDP 2004 and Access for All Supplementary Planning Document (April 2006).

4) Parking and Highway Safety

There is no proposed change in the numbers of students or staff. The car parking on the site is to be maintained at the current level through the provision of temporary car parking spaces. Additionally, the existing access points to the school will be maintained during the construction process. As such, it is considered that there will be no highway safety issues generated as a result of this proposal.

5) S17 Crime & Disorder Act

These temporary buildings do not create a situation where crime and disorder may occur.

6) Consultation Responses:

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

- None

CONCLUSION

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

**WHITMORE HIGH SCHOOL, PORLOCK
AVENUE, HARROW**

**Item: 1/06
P/0892/08/COU/AF**

Ward HARROW ON THE HILL

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

Applicant: Harrow Council
Agent: WS Planning
Statutory Expiry Date: 04 JUN 08

RECOMMENDATION

Plan Nos: 5440-EX01, 5440-TA101, 5440-F01 G, 5440-F02 D, 5440-F03, 5440-F04, SJA-AIA-02, Landscaping Strategy, Tree Schedule, Travel Plan, Sustainability Statement, Design & Access Statement.

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

1 Application for the approval of the reserved matters shall be made to the local planning authority before the expiration of 3 years from the date of this permission. The development hereby permitted shall commence before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
REASON: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990.

2 Approval of the details shown below (the "reserved matters") shall be obtained from the local planning authority in writing before any development is commenced:
(a) scale
(b) appearance
(c) landscaping
REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

3 Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the application site / development shall be installed in accordance with details to be submitted to and approved in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant Design Guides on the Secured by Design website: <http://www.securedbydesign.com/guides/index.aspx> and shall include the following requirements:

Item 1/06 : P/0892/08/COU continued/...

1. all main entrance door sets to individual dwellings and communal entrance door sets shall be made secure to standards, independently certified, set out in BS PAS 24-1:1999 'Security standard for domestic door sets';

2. all window sets on the ground floor of the development and those adjacent to flat roofs or large rainwater pipes (downpipes) shall be made secure to standards, independently certified, set out in BS.7950 'Security standard for domestic window sets'.

Following implementation the works shall thereafter be retained.

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

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

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

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

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

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

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

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

(a) the frontage.

(b) the boundary.

of the site is enclosed by a close-boarded fence to a minimum height of 2 metres.

Such fencing shall remain until works and clearance have been completed, and the development is ready for occupation.

REASON: In the interests of amenity and highway safety.

6 The development hereby permitted shall not commence until details of the means of vehicular access have been submitted to, and approved by, the local planning authority. The development shall not be used or occupied until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

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

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

8 The plans and particulars submitted in accordance with the approval of landscaping condition shall include:-

- (i) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point of 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;
- (ii) details of the species, diameter (measured in accordance with para (i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (iii) and (iv) below apply;
- (iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
- (iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation within the crown spread of any retained tree or of any tree on land adjacent to the site;
- (v) details of the specification and position of fencing, and of any other measures to be taken for the protection of any retained tree from damage before or during the course of development.

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

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

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

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

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

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

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

12 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

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

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

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

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

REASON: To safeguard the appearance of the locality.

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

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

Item 1/06 : P/0892/08/COU continued/...

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

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

16 The development hereby permitted shall not be occupied until the car parking, turning and loading area(s) shown on the approved plan number(s) 5440-F02 have been constructed and surfaced with impervious materials, and drained in accordance with details submitted to, and approved in writing by, the local planning authority. The car parking spaces shall be permanently marked out and used for no other purpose, at any time, without the written permission of the local planning authority.

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

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

a: the design and appearance of the refuse storage area

b: the storage and disposal of refuse/waste

c: and vehicular access thereto

has been submitted to, and approved in writing by, the local planning authority.

The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

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

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To prevent the increased risk of flooding.

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

REASON: To ensure the development meets the basic requirements of London Plan policies 4A.1 and 4A.7.

22 The development hereby permitted shall not be occupied until details of how the scheme will meet the standards set out in Harrow Council's "Access for All" SPD have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

REASON: To ensure adequate provision of facilities for use by disabled people and safe access for all in accordance with the policies of the Harrow Unitary Development Plan.

23 The community uses that are proposed to operate on the site (i.e. use of the facilities outside normal school hours) shall not operate outside the following hours:

a: 0700 hours to 2200 hours, Monday to Friday inclusive,

b: 0900 hours to 2100 hours, Saturdays, Sundays and Bank/Public Holidays, without the prior written permission of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents.

24 Any increase in the total number of pupils and/or staff (over that which is existing) resulting from the development hereby permitted shall not take place until such time as a revised Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

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

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

3A.18 Protection and enhancement of social infrastructure and community facilities

3A.24 Education facilities

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

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

4A.1 Tackling climate change

4A.2 Mitigating climate change

4A.3 Sustainable design and construction

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- 4A.4 Energy assessment
- 4A.7 Renewable Energy
- 4A.12 Flooding
- 4B.1 Design principles for a compact city
- 4B.3 Enhancing the quality of the public realm
- 4B.5 Creating an inclusive environment
- 4B.6 Safety, Security and fire prevention and protection

Harrow Unitary Development Plan:

- D4 Standard of Design and Layout
- D10 Trees and New Development
- EP12 Control of Surface Water Run-Off
- EP25 Noise
- EP47 Open Space
- SR2 Arts, Cultural, Entertainment, Tourist and Recreational Activities
- R4 Outdoor Sports Facilities
- R5 Intensive Use Pitches
- R13 Leisure Facilities
- T6 The Transport Impact of Development Proposals
- T10 Cycling
- T13 Parking Standards
- C2 Provision of Social and Community Facilities
- C7 New Education Facilities
- C16 Access to Buildings and Public Spaces
- C17 Access to Leisure, Recreation, Community and Retail Facilities

2 INFORMATIVE:

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

3 INFORMATIVE:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website - the URL addresses are Access for All: http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf
Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

4 INFORMATIVE:

There may be public sewers crossing this site, so no building will be permitted within 3 metres of the sewers. The applicant should contact the Area Service Manager Mogden at Thames Water Utilities at the earliest opportunity, in order to establish the likely impact of this development upon the sewerage infrastructure.
Tel:- 0645 200800.

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5 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

6 INFORMATIVE:

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995 with regard to employment and service provision. An employer's duty to make reasonable adjustment is owed to an individual employee or job applicant. However, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. Failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider if or when challenged by a disabled person from October 2004. The applicant is therefore advised to take full advantage of the opportunity that this application offers to improve the accessibility of the premises to people with mobility and sensory impairments.

7 INFORMATIVE:

In aiming to satisfy the Community Safety condition(s) the applicant should seek the advice of the Borough Crime Prevention Design Advisors (CPDA). They can be contacted through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 ODN, tel. 020 8733 3465. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of this / these condition(s).

8 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Principle of Development (3A.18, 3A.24, 3D.6, 3D.8) (EP47, C2, C7, R13)
- 2) Design and Character of the Area (4A.1, 4A.2, 4A.3, 4A.4, 4A.7, 4B.1, 4B.3, 4B.5, 4B.6) (D4, D10, EP12,)
- 3) Residential Amenity (EP25)
- 4) Access for All (4B.5) (C16, C17)
- 5) Parking and Highway Safety (T6, T13)
- 6) S17 Crime & Disorder Act (D4)
- 7) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type: Major development, all other
Site Area: 4.2 hectares
Proposed Floor Space: 13,460m²
Density: hrph, dph
Car Parking: Existing: 70 (approx.)
Proposed: 124
Council Interest: None

b) Site Description

- Large triangular site is to the north of Porlock Avenue, to the south of houses on Whitmore Road, and to the east of houses on Shaftesbury Avenue.
- The school is made up of a number of predominantly single-storey buildings with some two-storey buildings, located across most of the site. Ball courts are located in the centre of the site. The playing field of the school in the north-west corner is designated in the HUDP as Open Space.
- The access to the site is off Porlock Avenue.

c) Proposal Details

- Outline application for redevelopment of site to provide a new multi-purpose school and community building.
- Appearance and landscaping are reserved matters.
- Two and three-storey building to the east of the site incorporating classrooms, library, kitchen and dining facilities, main hall, sports hall, and a fitness centre.
- Variety of outdoor space provided, including multi-purpose tennis/netball courts, a multi-purpose football pitch and athletics track, and open and covered play space.
- Approximately three-quarters of the site to be open space, providing additional open space to the existing designated Open Space on the site.
- Proposed building to cater for after-school community activities as well as educational use.
- No expansion of the school proposed (in terms of student or staff numbers or level of education provided).

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- Car parking to be consolidated to south-west corner of the site (adjacent to the neighbouring commercial premises).
- Main vehicular and pedestrian accesses from Porlock Avenue to be retained and enhanced.

d) Relevant History

None

e) Pre Application Discussion

- The new school will extend only as far as the existing footprint with a modern appearance to the streetscene.
- Applicant was still in negotiation with the school on exact requirements necessary to the new school development.
- Originally there were 4 different schemes, and after negotiation with school governors, pupils, ward councillors and neighbours this was now the chosen scheme that the local community wants.
- 1st Floor can be separated from the teaching spaces for community, sports and PCT facilities - the school would link with the Neighbourhood Resource Centres for special needs students.
- Presentation shown to officers of proposed school with explanation of the following:
 - Natural ventilation.
 - Exposure to solar gain to be used for spaces around the school building.
 - Shading impacts - curvature of building provides natural shading.
 - Solar shading – number of options identified to satisfy Building Regulations.
 - Ensuring circulation space around school does not impact on natural light and ventilation.
 - Renewables – with the school's east / west orientation passive solar design to be considered.
 - Plant locations.
 - Passive ventilation system, natural vented stacks.
 - Minimum engineering solutions and cost.
 - Impact on residents inclusive of fenestration, aesthetics and overall massing.
- Applicant requested floodlighting for the tennis courts, and that these would be directly on the courts and not the whole site.
- Plans for future development for Year 7 briefly discussed.
- Proposals were generally well received and there was no objection in principle to the two-storey development.
- Applicant was advised when depositing their outline application to provide as much detail as possible and in their Design and Access Statement they should explain how the scheme has developed and how it has grown to where it is today.
- It was agreed that the proposed development was a dramatic, flagship design for the Borough.

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- No issues were raised in relation to bulk and massing at the front of the development, but there were concerns on the potential impact from the two-storey wings to the rear of the development - it was felt this could cause overlooking to residential dwellings / amenity space.
- Applicant stated there was 11 metres to the rear boundary from this point and that visual facets were being worked out with a window design that created a recess to stop overlooking - Officers suggested applicant use an oblique design with views along back of the site.
- With regard to installing floodlights onto the tennis courts applicant was advised this would be highly controversial - Members become very concerned with floodlights that are located close to residential boundaries and this should not be included in the application.
- In general, applicant should consider locating the courts closer to the school building away from the residential boundaries, as a way to mitigate any impact.
- With reference to the future development for Year 7, applicant was advised that Members would want to see what the future development would consist of within your Design and Access Statement - you then agreed that for the time being you would leave the future development of Year 7 for consideration at a later date.
- Applicant should submit a general landscape strategy inclusive of any tree loss and address how views would work within the scheme with particular attention to the hard play area for games and where students generally relax - applicant stated that a full survey with tree constraints plan and landscaping would be part of your application.
- Officers asked the purpose of the access path to the east of the site and the applicant stated that this was a fire path.
- The main entrance to the building needs to read where you are supposed to go, the applicant was advised to make the entrance more legible.
- Sustainable issues – applicant confirmed that recycling for toilet flushing and a heat pump system in car parking areas would be used. Also use of light tubes to reflect light and use as natural ventilation.
- It was agreed that the frontage enhances the streetscene and repairs it, but there is an opportunity to have more tree planting or hedging.
- Crime prevention strategy should also be incorporated.
- Design and Access statement should also address safe evacuation for all students - the school must have plans to get students and teachers safety out of building e.g. chair lifts/sledges.
- Plant Room/Kitchen - quite a dead area without much fenestration or overlooking - security and safety issues were raised and it was felt it would be advisable to install more windows to encourage overlooking and natural surveillance.
- Recessed area to front of scheme – again, security and safety issues to be addressed.

f) Applicant Statement

- Design and Access statement states that the principle of the redevelopment of Whitmore High School is acceptable.
- Redevelopment comprises a well-oriented and appropriate building which makes good use of the site in accordance with government guidance.
- Scheme provides an inclusive design that will benefit the community.
- Redevelopment carefully considered incorporating design and access, protecting the amenities of local residents, and other people using the area.
- Final layout and design a result of aims of the school and consultation with the local community.
- Access to the site and car parking carefully considered and raises no issues in terms of highway safety. Site in a sustainable location given its proximity to local transport.
- No increase in student or staff numbers proposed, however redevelopment to allow the provision of modern facilities which will ensure the continued use of the school as a popular community resource.
- Continued growth and expansion of the school has resulted in the existing buildings looking very outdated.
- Opportunity to modernise the facilities and to improve the quality of the internal and external space, as well as to reorganise the layout to enhance the usability and management of the facilities.
- Site inefficient in its use of space, and concentration of built-form will allow for increasing the openness of the site.
- Constraints to development identified as location of adjoining buildings and uses, the visibility of the site, this site's location within Open Space, and access to the site.
- Opportunities for the redevelopment are a sustainable location, a good level of existing landscaping, a level site, possible improvements to the visual appearance of the site and wider area, possible improvements to the local economy and community, and the potential to increase the energy efficiency of the existing school and provide renewable energy.
- Important considerations were a modern design, a preference for grouping of uses, including education and community facilities, and the enhancement of sports facilities including improved changing facilities, viewing areas and a fitness studio.
- Proposal to be fully accessible and compliant with Part M.

g) Consultations:

Environment Agency: to follow

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

Notifications:

Sent:	Replies:	Expiry:
4097	5	03-APR-08

Item 1/06 : P/0892/08/COU continued/...

Summary of Response:

Objection to loss of large tree to rear, any building more than two-storey high, and use of 'slip-road' as the 'main access' to the east of the site, the use of 'slip-road' should be for emergency use only, potential loss of views, potential floodlighting, traffic issues with proposed site across the road (at appeal), on-street car parking.

APPRAISAL

1) Principle of Development

As the site is already in use as a school the principle of a redevelopment of the school can be considered acceptable. The redevelopment and enhancement of the facilities is considered to benefit the surrounding area both socially and economically. The condition of the existing buildings on the site has met the Government criteria to allow the school to be considered for redevelopment, with funding from the Pathfinder Scheme.

The redevelopment is not to provide an increase in student or staff numbers, and is only to provide the provision of improved educational facilities, in line with the aims of Policy C7.

The proposed development will not be built on land designated as Open Space in the HUDP. Furthermore, the proposal results in the concentration of the buildings on the site to the south, and allows for the site to be opened up, creating additional openness in the area.

2) Design & Character of the Area

The proposal represents a contemporary addition to area, replacing the existing non-descript school buildings. It is a two and three-storey structure with, indicatively, a predominantly glazed façade, with areas of aluminium cladding and render. In terms of design, the proposal is considered to make a positive contribution to the character of the area, and provides a feature building on the site. The flat roof provides ample opportunity to site mechanisms to provide self-generated energy. The external appearance is however, a reserved matter, and will be assessed at a later stage.

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

Item 1/06 : P/0892/08/COU continued/...

The design of the proposed building, although indicative, is considered to comply with Policies 4A.1, 4A.7, and 4B.1 of The London Plan and Policy D4 of the HUDP, and Supplementary Planning Guidance: Designing New Development (March 2003).

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

There are a number of trees on the site that are the subject of an Arboricultural assessment, and the Council's Tree Officer objects to the proposal due to the amount of trees to be removed. It is considered that the retention of these trees would, however, restrict the comprehensive redevelopment of the site. As such it is considered that the loss of these trees is required for the redevelopment of the site, and although not preferable, can be accepted to enable the development provided suitable replacements are provided as part of a landscaping plan for the site. As stated previously, landscaping is a reserved matter, and a comprehensive landscape plan will be required.

The proposed scheme briefly touches on how it would address the renewable energy and sustainable development policies of The London Plan. For major developments, an applicant must demonstrate how the design of the development will incorporate these policies into the final scheme. A condition is therefore attached to this report requiring further details before commencement of works.

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

3) Residential Amenity

The proposed building is located to the south of the site, with two 'arms' extending to the north. The northern 'arm' extends to be the closest part of the building to the neighbouring properties. At this point it is 9 metres from the boundary, and 45 metres from the rear of the nearest residential dwelling. The design of the building at this point comes to a point, which will limit the impact on the properties along Whitmore Avenue. This part of the building is only two-storeys in height, and replaces an existing two-storey classroom block in a very similar location, the same distance from the boundary.

Item 1/06 : P/0892/08/COU continued/...

Apart from in this location, the proposed building is further from the boundaries of the site than all the existing buildings. This separation from the residential properties allows the construction of a taller building towards the front of the site, as due to its distance from the boundaries, the increased height will not affect them. Additionally, the separation will also ensure that noise or light nuisance from community use of the new school will not affect the residential properties.

The school is currently used for community activities outside of school hours, and this is proposed to continue with the new school building. The majority of the facilities within the building that appear to be provided for community use have been located further to the west of the site, a good distance away from all residential neighbours. A recommended condition restricting the hours of use of the facility outside of school times will further help to mitigate the impacts of the after hours community uses on the neighbouring residents.

The access road to the east of the site will be closed to all vehicles, except emergency vehicles, following the completion of the new building. As such, the impact on the neighbouring properties of vehicles using this road will be negated. The car parking will be located in the south-west corner of the site, adjacent to the commercial premises (McDonalds). This will further limit the impact of vehicle movements on neighbouring residents.

4) Access for All

The scheme has been designed to make it as accessible as possible. The building will be required to comply with Part M of the Building Regulations, and Council's 'Access for All' SPD. From the information provided with the application it appears that the building has been designed in accordance with the relevant standards. As many details required for compliance with these documents will be clarified and carried out once the majority of the building works are completed, and are not clarified at this point, a condition is recommended requiring details of how the building will be fully accessible in compliance with the 'Access for All' SPD.

5) Parking and Highway Safety

The HUDP sets a standard of one car parking space per 300m² - 600m² of net site area. As such, the standard for this site would be 70 - 140 car parking spaces. The 124 car parking spaces provided complies with this requirement. This is an increase to the current provision, and as there are no proposed increases to staff or student numbers, this is considered acceptable as it provides more on-site car parking, reducing the need for on street parking in the surrounding area.

The existing accesses to the site are to be retained, with the car parking consolidated to the south-west of the site. The access road to the east of the site will be closed to all vehicles, except emergency vehicles, following the completion of the new building.

Item 1/06 : P/0892/08/COU continued/...

A Travel Plan has been submitted with the application. The school aims to promote walking and the use of cycles, stating that most students walk to school given the small localised catchment area. The site is also relatively well linked in terms of public transport. The existing car park is used by staff during the day, and by the local community outside of school hours for activities on the site. The Travel Plan provided appears to relate more to the existing situation, and as such this would need to be revised should pupil or staff numbers increase, to ensure the development does not cause an adverse effect on traffic movement and highway safety, a condition restricting a further increase in student and/or staff numbers subject to the approval of a revised Travel Plan for the school is attached to this planning permission.

6) S17 Crime & Disorder Act

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

7) Consultation Responses:

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

- Loss of view – Not a planning consideration.
- Potential floodlights – No floodlights are proposed in this application.
- Traffic issues with opposite appeal site – Not a consideration in this scheme.

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.

**ST. ANSELMS R.C. SCHOOL
ROXBOROUGH PARK, HARROW ON
THE HILL, HA1 3BE**

**Item: 1/07
P/0917/08/CFU/DC3**

Ward GREENHILL

PART DEMOLITION OF EXISTING BUILDINGS AND AN EXTENSION TO PROVIDE NEW/MAIN ENTRANCE AND ADMINISTRATION BLOCK ON THE NORTH EASTERN FRONTAGE, AN EXTENSION ON THE SOUTH WESTERN ELEVATION TO PROVIDE ADDITIONAL HALL SPACE, NEW CLASSROOMS, GROUP SPACE, LIBRARY AND ANCILLARY FACILITIES ALONG WITH THE RECONFIGURATION AND REFURBISHMENT OF EXISTING FACILITIES, NEW MULTI USE GAMES AREA AND MEANS OF ENCLOSURE

Applicant: St. Anselms R C Primary School
Agent: DHP
Statutory Expiry Date: 03-JUN-08

RECOMMENDATION

Plan Nos: 3901/01, 02, 03, 04, 05, 17, 28, 29, 30, 31, 32, 33, 35, Planning Statement

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

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

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

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

The boundary treatment shall be completed:

a: before the use hereby permitted is commenced

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

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

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

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

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

(a) the frontage.

(b) the boundary.

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

Item 1/07 : P/0917/08/CFU continued/...

REASON: In the interests of amenity and highway safety.

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

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

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

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

6 None of the existing trees on the site shall be lopped, topped, felled or uprooted without the prior written permission of the local planning authority. Any topping or lopping which is approved shall be carried out in accordance with British Standard 3998 (Tree Work).

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

7 No works or development resulting in any change in the approved levels of the site in relation to the adjoining land and highway(s) shall be carried out without the prior permission, in writing, of the local planning authority.

REASON: To safeguard the amenity of neighbouring residents, and to ensure a satisfactory appearance, drainage and gradient of access.

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

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

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

REASON: To safeguard the appearance of the locality.

Item 1/07 : P/0917/08/CFU continued/...

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

REASON: To ensure that adequate drainage facilities are provided.

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

REASON: To ensure that adequate drainage facilities are provided.

11 There shall be no parking of vehicles on the new multi-use games area / ball games court during school hours without the prior written approval of the local planning authority.

REASON: To ensure an acceptable level of children's play space is maintained on site during school hours.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

4A.1 Tackling climate change

4A.7 Renewable Energy

4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

C7 New Education Facilities

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

D11 Statutorily Listed Buildings

D14 Conservation Areas

D15 Extensions and Alterations in Conservation Areas

EP31 Areas of Special Character

EP43 Green Belt and Metropolitan Open Land Fringes

2 INFORMATIVE:

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

Item 1/07 : P/0917/08/CFU continued/...

3 INFORMATIVE:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website - the URL addresses are Access for All: http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf
Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

4 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

5 INFORMATIVE:

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995 with regard to employment and service provision. An employer's duty to make reasonable adjustment is owed to an individual employee or job applicant. However, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. Failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider if or when challenged by a disabled person from October 2004. The applicant is therefore advised to take full advantage of the opportunity that this application offers to improve the accessibility of the premises to people with mobility and sensory impairments.

6 INFORMATIVE:

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

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

Item 1/07 : P/0917/08/CFU continued/...

7 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Design & Character of Area (4A.1, 4A.7, 4B.1) (C7, D4, D9, D10, D11, D14, D15, EP31, EP43)
- 2) Residential Amenity (D4, D5)
- 3) Access For All (D4)
- 4) S17 Crime & Disorder Act (4B.1) (D4)
- 5) Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major Development, All Other
Conservation Area:	Roxborough Park & The Grove Conservation Area
Area of Special Character	Yes
Site Area:	0.4938 ha
Habitable Rooms:	
Council Interest:	None

b) Site Description

- Roxborough Park & The Grove Conservation Area;
- School built in 1932 and has been added to in several stages since.
- School building Felton brick with steel frame and is rendered and painted;
- Building is two storeys in height with lower ground floor level;
- Sited behind Church of Our Lady - Grade II Listed Building accessed by footpath off Roxborough Park and Kingsfield Road;
- Mixture of architectural types in immediate vicinity of differing ages from mid Victorian and Edwardian to more modern houses;
- Located in Area of Special Character;
- Adjoins Metropolitan Open Land;
- Adjoins Archaeological Priority Area;
- Adjoins Site of Nature Conservation Importance

Item 1/07 : P/0917/08/CFU continued/...

c) **Proposal Details**

- Part demolition of existing buildings
- Extension to provide new main entrance and administration block on the north eastern frontage
- Extension on the south western elevation to provide additional hall space, new classrooms, group space, library and ancillary facilities
- Reconfiguration and refurbishment of existing facilities
- New multi use games area and means of enclosure.
- 2.1m close boarded fence around perimeter of school

d) **Relevant History**

EAST/267/95/FUL	Alterations and two storey in-fill extension at side	GRANT 19-JUN-95
EAST/877/98/FUL	Demolition of external stairs and planter walls and erection of two storey extension to provide first school	GRANT 22-DEC-98
P/1706/04/CFU	Construction of new roof	GRANT 14-OCT-04
P/542/05/DFU	Cycle shelter at rear	GRANT 21-JUN-05

e) **Pre Application Discussion**

PAT letter 14th of February 2008

- Development considered acceptable in principle;
- Careful consideration needs to be given to character of conservation area;
- Play areas should conform to current DCSF standards;
- Flood risk assessment required if proposed footprint over 1000m²
- Some trees likely to be affected, an arboricultural impact assessment should be submitted.

f) **Applicant Statement**

- Proposal is for the extension, reconfiguration and refurbishment of the existing two-form entry state church primary school.
- Proposal will create additional space and replace inadequate facilities currently provided;
- School facilities currently 520m² or 20% short of accommodation space in comparison with modern education standards;
- Proposed upgrading of facilities and extensions will bring school up to current DCSF standards;
- Scheme involves part demolition of the existing structure, the construction of a small extension to the northeast elevation of the building to provide new main entrance.
- Construction of a larger extension to the out west elevation to provide larger and flexible hall space, classrooms, group space, library, ICT and welfare facilities

Item 1/07 : P/0917/08/CFU continued/...

- Proposal does not involve any increase in staff or pupil numbers at the school.
- Proposal has been developed to ensure the visual amenity and appearance of the conservation area is not adversely affected.

g) Consultations:

Environment Agency: No response

20th Century Society: No response

CAAC: No response

Advertisement:	Major Development Character of Conservation Area	Expiry: 09-APR-08
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Notifications:

Sent:

61

Replies:

674

Expiry: 09-APR-08

Summary of Response:

Those in Support: 673

Support the proposed extension, reconfiguration and refurbishment works at St Anselms RC Primary School.

Those Opposed: 1

Proposal would adversely the amenity of Copperfields, the extent of the proposal would hem in Copperfields, property value would be adversely affected, proposal is contrary to good planning principles.

APPRAISAL

1) Design & Character of Area

It is considered that the proposed development represents an overall improvement of the school site and would preserve the character of the Roxborough Park and The Grove Conservation Area, the area of special character, the adjacent metropolitan open land and the Grade II Listed Building.

The proposal is considered to comply with policy D4 explanatory paragraph 4.11 of the Harrow Unitary Development Plan 2004 (HUDP), which states that *'buildings should respect the form, massing composition, proportion and materials of the surrounding townscape'*. This requirement is reinforced under PPS1, which states that development should respond to their local context and create or reinforce local distinctiveness. The residential dwellings in the immediate vicinity are predominately 2-storey detached buildings of varying architectural types and character and the development is not considered to be at odds or detract from the street scene.

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

Item 1/07 : P/0917/08/CFU continued/...

The smaller 2-storey extension to the north east of the site would provide a new main entrance with administration and office faculties creating a clear entrance point and active frontage to the building. The extension would complement the existing building in terms of height and appearance. The larger extension on the northwest elevation would accommodate the hall and provide new kitchen facilities and be predominantly single storey or 3.5m in height.

The proposed extensions would create an additional built footprint of 407m² over the existing school footprint. The proposed development would not result in an overall increase in height and would generally reflect the character and appearance of the existing school building and surrounding properties. Furthermore, the school is sited back from the street in behind an existing scout hut, the Grade II Listed Building of Our Land and St Thomas of Canterbury and a block of flats 'Copperfields' and is mostly obscured from the main views from Roxborough Park.

The proposal site is approximately 22m behind the Church of Our Land and St Thomas of Canterbury. It is considered that proposed extensions and alterations to St Anselms School would not adversely affect the setting of this listed building.

The proposal is located adjacent to Metropolitan Open Land (MOL). As there are no significant changes in terms of scale, massing and appearance of the school building and the existing trees on the boundary are to be retained, it is considered that the proposed development would not adversely affect the open character of the MOL.

The proposal seeks the removal of 2 sycamore trees on the scout hut site. These trees are considered to be of significant amenity and make a positive contribution to the character and appearance of the site and wider street scene. It is therefore considered that their loss is undesirable. It is therefore considered appropriate to require replacement planting within the site to mitigate the loss of these 2 trees.

The applicant seeks to implement sustainable design and construction measures into the proposed development. These include sourcing local sustainable materials, energy efficient lighting, passive ventilation, maximising solar gains, and low emissivity glass. These design initiatives are considered acceptable in principle.

Overall it is considered the proposed development complements and preserves the context, scale and character of the surrounding area and incorporate energy efficient measures into the final scheme and would comply with policies 4A.1, 4A.7, 4B.1, of The London Plan 2004, policies D4, D9, D10, D14, D15, of the HUDP 2004 and Supplementary Planning Guidance: Designing New Development, March 2003.

2) Residential Amenity

It is considered that the proposal would not result in a detrimental impact on residential amenity.

Copperfields is a block of flats that shares a boundary with the school. It is considered that the proposed extensions to the school would not cause any adverse effect on adjoining blocks of flats, particularly Copperfields. The distance between Copperfields and the existing school building is 26m. The proposed extensions would not result in any encroachment of the school building closer than the existing 26m-separation distance.

The main extension to the northwest would extend 10.5m to be within 16m of the closest point with numbers 7 and 8 Sheppard's Court and 22m with numbers with 9 and 10 Sheppard's Court. The relationship of the extension with properties at numbers 7-10 Sheppard's Court is considered to be acceptable and not result in an adverse effect on residential amenity. The extension would accommodate the hall and provide new kitchen facilities and be predominantly single storey or 3.5m in height. There would be no issues with overlooking, and given the orientation of the residential properties on Sheppard's Court the development is not considered to have a noticeable impact on sunlight or daylight.

The proposed extensions would result in a minor reduction in outdoor play space for the pupils, however this is not considered to be detrimental to the schools ability to provide suitable outdoor play space to DCSF standards. A new multi use sports playing court is proposed on the existing hard surfaced play area adjacent to the church car park that would accommodate the needs of the school and provide an acceptable level of play area for pupils.

Overall the proposal is considered to comply with policies D4, and D5 of the HUDP 2004.

3) Access For All

Overall the proposed scheme accommodates the access requirements for people with disabilities by having level accesses to the building and a lift that provides access to upper floors within the building. The proposed development is considered to comply with policy 4B.1 of the London Plan and policy D4 of the HUDP and Access for All Supplementary Planning Documents (April 2006).

4) S17 Crime & Disorder Act

The proposed development appears to address the basic principles and practices of Safer Places. Of slight concern however is the proposed boundary treatment where the applicant proposes a close-boarded perimeter fence. This is not considered to be a concern on the southern and eastern boundary however it is on the western side. The main concern with the use of close-boarded fences is that they do not allow for natural surveillance of the site, further they are generally easily scaled by active adults. As the northwest side of the school has little natural surveillance it is considered a transparent or visually permeable fence would be more suitable.

Item 1/07 : P/0917/08/CFU continued/...

To ensure this design issue is addressed, a condition is attached to this report requiring details of boundary treatment to be submitted to and approved in writing by the local planning authority prior to commencement of works on site. Further an informative encouraging the school to achieve secured by design accreditation has also been attached to this report.

With the above condition and informative, it is considered that the proposal scheme would not result in an increase in crime. The proposal is therefore considered to comply with policy 4B.1 of the London Plan and policy D4 of the HUDP 2004.

5) Consultation Responses:

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

- Loss of property value – this is not a material planning consideration.

CONCLUSION

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

**ST. ANSELMS R.C. SCHOOL
ROXBOROUGH PARK, HARROW ON
THE HILL, HA1 3BE**

**Item: 1/08
P/0954/08/CCA/DC3**

Ward GREENHILL

**PARTIAL DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF
NEW TEACHING ACCOMODATION AND ANCILLARY FACILITIES**

Applicant: St. Anselms R C Primary School
Agent: DHP (UK)
Statutory Expiry Date: 02 MAY 08

RECOMMENDATION

Plan Nos: 3901/01, 02, 03, 04, 05, 17, 28, 29, 30, 31, 32, 33, 35, Planning
Statement

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

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

2 The demolition hereby permitted shall not commence before a contract for the carrying out of the works of redevelopment of the site has been made, and submitted to and approved in writing by the Local Planning Authority, and all the approvals required by the conditions attached to planning permission reference P/0917/08/CFU have been obtained.

REASON: To safeguard the appearance of the locality.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

- C7 New Education Facilities
- 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
- D14 Conservation Areas
- D15 Extensions and Alterations in Conservation Areas

Item 1/08 : P/0954/08/CCA continued/...

Supplementary Planning Guidance: Designing New Development (March 2003)
Access For All Supplementary Planning Document (April 2006)

2 INFORMATIVE:

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

3 INFORMATIVE:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website - the URL addresses are Access for All: http://www.harrow.gov.uk/downloads/AccessforallSPD_06.pdf
Accessible Homes: <http://www.harrow.gov.uk/downloads/AccessibleHomesSPD.pdf>

4 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

5 INFORMATIVE:

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995 with regard to employment and service provision. An employer's duty to make reasonable adjustment is owed to an individual employee or job applicant. However, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. Failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider if or when challenged by a disabled person from October 2004. The applicant is therefore advised to take full advantage of the opportunity that this application offers to improve the accessibility of the premises to people with mobility and sensory impairments.

Item 1/07 : P/0917/08/CFU continued/...

6 INFORMATIVE:

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

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

7 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1)** Demolition of Conservation (D14, D15)
- 2)** Standard of Proposed Development (4B.1) (C7, D4, D5, D9, D10, D14, D15, EP31, EP43)
- 3)** S17 Crime & Disorder Act (4B.1) (D4)
- 4)** Consultation Responses

INFORMATION

a) Summary

Statutory Return Type: Major Development, All Other
Conservation Area: Roxborough Park & The Grove Conservation Area
Site Area: 0.4938 ha
Council Interest: None

b) Site Description

- Roxborough Park & The Grove Conservation Area;
- School built in 1932.
- Sited behind Scout Hut, Block of Flats 'Copperfields' and Church of Our Lady – (Grade II Listed Building).

Item 1/07 : P/0917/08/CFU continued/...

- Site accessed by footpath off Roxborough Park and Kingsfield Road;
- Mixture of architectural types in immediate vicinity of differing ages from mid Victorian and Edwardian to more modern houses;
- Located in Area of Special Character;
- Adjoins Metropolitan Open Land;
- Adjoins Archaeological Priority Area;
- Adjoins Site of Nature Conservation Importance

c) Proposal Details

- Partial demolition of existing buildings and construction of new teaching accommodation and ancillary facilities

d) Relevant History

EAST/267/95/FUL	Alterations and two storey in-fill extension at side	GRANT 19-JUN-95
EAST/877/98/FUL	Demolition of external stairs and planter walls and erection of two storey extension to provide first school	GRANT 22-DEC-98
P/1706/04/CFU	Construction of new roof	GRANT 14-OCT-04
P/542/05/DFU	Cycle shelter at rear	GRANT 21-JUN-05

e) Pre Application Discussion

PAT letter 14th of February 2008.

f) Applicant Statement

- Proposal is for the extension, reconfiguration and refurbishment of the existing two-form entry state church primary school.
- Proposal will create additional space and replace inadequate facilities currently provided;
- Proposal will bring school up to current DCSF standards;
- Scheme involves part demolition of the existing structure, the construction of a small extension to the northeast elevation of the building to provide new main entrance.
- Construction of a larger extension to the out west elevation to provide larger and flexible hall space, classrooms, group space, library, ICT and welfare facilities
- Proposal does not involve any increase in staff or pupil numbers at the school.
- Proposal has been developed to ensure the visual amenity and appearance of the conservation area is not adversely affected.

g) Consultations:

20th Century Society: No response

CAAC: No response

Harrow Hill Trust: No response

Item 1/07 : P/0917/08/CFU continued/...

Advertisement: | Demolition in Conservation Area | Expiry: 09-APR-08

Notifications:

Sent: 61 Replies: 673 Expiry: 09-APR-08

Summary of Response:

Those in Support: 673

APPRAISAL

1) Demolition in Conservation Area

The existing building is considered to contain certain qualities that contribute to the character and appearance of the Conservation Area.

When considering proposals for the demolition of buildings within conservation areas policy D14 of the HUDP is particularly relevant where there will be a presumption against the demolition of buildings which make a positive contribution to the character or appearance of the conservation area. Any replacement scheme needs to be suitable in the context of the surrounding area and in line with relevant planning policy.

2) Standard of Proposed Development

It is considered that the proposed redevelopment shown in parallel planning application P/0917/08/CFU complies with the relevant London Plan and HUDP 2004 policies and Supplementary Planning Guidance. The proposed partial demolition of the existing building as part of the wider development of the school is considered acceptable.

3) S17 Crime & Disorder Act

It is considered that the proposed demolition works scheme would not result in an increase in crime.

4) Consultation Responses:

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

- None

CONCLUSION

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

118-120 HEADSTONE ROAD, HA1 1PF

Item: 1/09

P/0740/08/CFU/DC3

Ward GREENHILL

RETENTION OF 3-STOREY BLOCK OF 12 FLATS WITH ALTERATIONS TO FRONT & REAR ELEVATIONS, PARKING FOR TWO CARS AND BINSTORE TO THE FRONT (RESIDENT PERMIT RESTRICTED)

Applicant: Mr K Sabaratnam

Agent: Nu-Ne-Lah Design Consultants

Statutory Expiry Date: 18-JUN-08

RECOMMENDATION

Plan Nos: 98.0 Rev.5, 100.0 Rev.B, 100.1 Rev.G, 100.2 Rev.E, 100.3 Rev.F, 105.3 Rev.E, 106.3 Rev.E, 107.3 Rev.E, 109.0 Rev.09, 111.0 Rev.06

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

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

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

2 The development hereby permitted shall not be occupied or used until all the works detailed in the application have been completed in accordance with the permission granted unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory form of development.

3 The development hereby permitted shall not be occupied or used until an affordable housing feasibility analysis has been submitted to and approved in writing by the local planning authority that assesses the provision of affordable housing.

REASON: To ensure a satisfactory form of development.

INFORMATIVES

1 INFORMATIVE:

SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

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

London Plan:

3A.1 Increasing London's supply of housing

3A.2 Borough housing targets

3A.5 Housing choice

Item 1/09 : P/0740/08/CFU continued/...

3A.9 Affordable housing targets

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

3A.11 Affordable housing thresholds

4A.1 Tackling climate change

4A.7 Renewable Energy

4A.14 Sustainable drainage

4B.1 Design principles for a compact city

Harrow Unitary Development Plan:

D4 Standard of Design and Layout

D5 New Residential Development - Amenity Space and Privacy

D9 Streetside Greenness and Forecourt Greenery

EP25 Noise

T6 The Transport Impact of Development Proposals

T13 Parking Standards

2 INFORMATIVE:

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

3 INFORMATIVE:

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.

4 INFORMATIVE:

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (ie those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 0541 545500.

(Please note that any reference in this informative to "planning supervisor" has no connection with any Planning Officers within Harrow's Planning Services or with the Town and Country Planning Act 1990.)

Item 1/09 : P/0740/08/CFU continued/...

5 INFORMATIVE:

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

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

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1)** Design and Character of Area (4A.1, 4A.7, 4A.14, 4B.1) (D4, D9)
- 2)** Residential Amenity (D4, D5, EP25)
- 3)** Parking & Highway Safety (T6, T13)
- 4)** Housing (3A.1, 3A.2, 3A.5, 3A.9, 3A.10, 3A.11)
- 5)** Accessible Homes (D4 & 3A.5)
- 6)** Sustainable Design & Renewable Energy (4A.1, 4A.7, 4A.14)
- 7)** S17 Crime & Disorder Act (D4)
- 8)** Consultation Responses

INFORMATION

a) Summary

Statutory Return Type:	Major Dwellings
Site Area:	865m ²
Habitable Rooms:	
Density:	405 hrph 139 dph
Car Parking:	Standard: 16 (maximum)
	Justified: 2
	Provided: 2
Lifetime Homes:	12
Wheelchair Standards:	1
Council Interest:	None

b) Site Description

- West side of Headstone Road just south of Hindes Road;
- Previously occupied by 2x2-storey detached buildings both with single-storey rear projections;
- Now completed 3-storey block of 14 flats with habitable roof space;
- Hard surfaced area to front with bin store and parking for 2 cars;
- Detached 2-storey house (No. 116) to the south, and a three-storey block of flats (Elizabeth Mews) to the north;
- Rear of site backs onto the rear gardens of 97-99 Roxborough Road;

Item 1/09 : P/0740/08/CFU continued/...

- Located within an existing controlled parking zone (CPZ).

c) Proposal Details

- Retention of 3-storey block of 12 flats, parking for two cars and bin store to the front.
- Alterations to front elevation to drop front parapet wall by 2 brick courses;
- Alterations to rear corner next to 116 Headstone Road to include setback/step in rear corner at 1st, 2nd and roof level to comply with 45° Code.

Revisions to Previous Application:

Following the previous decision (P/41211/08/CFU) the following amendments have been made:

- Setback of rear corner at 1st, 2nd floor and roof level by 1.2m x1.2m to ensure compliance with 45°Code to rear element with number 116 Headstone Road;
- Reduction in front and rear parapet by 2 brick courses;
- Deletion of two units in roof space;
- Compliance with Lifetime Homes and Wheelchair Homes Standards;
- Details of compliance with sustainability requirements.

d) Relevant History

P/806/03/CFU	Replacement 3-storey building with accommodation in roofspace to provide 12 flats	WITHDRAWN 25-JUN-03
P/1832/03/CFU	Redevelopment to provide 12 flats in 3-storey building with access and parking (resident permit restricted)	GRANT 16-OCT-03
P/1101/07/DFU	Mansard roof extension at 3 rd floor level to create an additional storey to provide 2 additional flats over the building approved ref: P/1832/03/CFU dated 16 Oct 2003 for 12 flats in a 3-storey building with access and parking (resident permit restricted)	REFUSE 17-SEP-07

Reason for Refusal:

1. The proposal by reason of its excessive size, bulk, massing and design of the roof would appear unduly bulky, obtrusive, overbearing and would detract from the established pattern/character of existing development in the vicinity and would have detrimental affect on the visual amenities of nearby occupiers contrary to policies SD1, SH1, D4, D5 of the Harrow Unitary Development Plan 2004 and Supplementary Planning Guidance: Extensions A Householders Guide (March 2003).

P/3199/07/DFU	FORMATION OF TWO FLATS WITHIN ROOF SPACE	WITHDRAWN 19-NOV-07
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Item 1/09 : P/0740/08/CFU continued/...

P/4121/07/CFU	RETENTION OF 3-STOREY BLOCK OF 14 FLATS WITH ROOMS IN THE ROOF SPACE, PARKING FOR 2 CARS AND BINSTORE TO THE FRONT (RESIDENT PERMIT RESTRICTED)	REFUSE 17-JAN-08
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Reasons for Refusal

1. The proposed development, by reason of excessive bulk, massing, footprint and rearward projection would appear unduly bulky, obtrusive, overbearing and would detract from the established pattern/character of existing development in the vicinity and would have detrimental affect on the amenities of nearby occupiers contrary to policies 4B.1 of the London Plan 2004, D4, and D5 of the Harrow Unitary Development Plan 2004, Supplementary Planning Guidance: Designing New Development and Supplementary Planning Guidance: Extensions A Householders Guide (March 2003).

2. The proposed development, by way of poor roof design, higher eaves, and higher front and rear parapet walls, would poorly relate to the adjoining properties and detract from the character and appearance of the building and wider street scene contrary to policies 4B.1 of the London Plan 2004, D4 of the Harrow Unitary Development Plan 2004, Supplementary Planning Guidance: Designing New Development and Supplementary Planning Guidance: Extensions A Householders Guide (March 2003).

3. The proposed development, by way of poor internal layout and inadequate room size, would produce unacceptable standards of accommodation and fail to meet requirements of Lifetime Homes Standards and Wheelchair Homes Standards, contrary to policies 3A.4 of The London Plan 2004, D4 of the Harrow Unitary Development Plan 2004 and Accessible Homes Supplementary Planning Document (April 2006).

4. The proposed development, by reason of failing to demonstrate how the building incorporates renewable energy and energy conservation and efficiency measures into the design, would result in an inefficient and unacceptable development contrary to policies 4A.7, 4A.8, & 4A.9 of The London Plan 2004.

e) Pre Application Discussion

8 February 2008 PAT letter

- Reduction in rear and front parapet wall welcome
- Deletion of 2 units in roof also welcomed
- Require 1 unit to be fully compliant with wheelchair homes standards
- Proposal appears to comply with 45° code
- Need to explain changes from 2003 permission
- Consider landscaping to front to soften appearance of bin store

Item 1/09 : P/0740/08/CFU continued/...

f) Applicant Statement

- The proposal meets Part M of the Building Regulations, Lifetime Homes and Wheel Chair Homes Standards
- Lowering of firewall agreed with Council officers
- Changes to consented scheme include:
 - Removal of gable over front elevation to reduce rate of rainwater runoff to front of building
 - Removal of glass blocks to front elevation to improve thermal performance of building
 - Reduction in windows from 24 to 22 to ensure compliant SAP & E1 index for dwellings
 - Removal of Juliet balconies
 - Inset of rear elevations made equal to ensure symmetry to rear elevation
 - Change in car parking layout to free up space for bin store
- Site is in close proximity to public transport links
- The design of building responds sensitively to the scale form and massing of the neighbouring properties
- Site offers good amenity space for future occupants with extensive landscaping
- The height and width of the proposal are as outlined in consented plans P/1832/03/CFU
- Rainwater is managed and harvested for the purpose of irrigation to the landscaped areas, thus contributing a sustainable environment

g) Consultations:

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

Notifications:

Sent:	Replies:	Expiry:
29	12	09-APR-08

Summary of Response:

Those in Support: 10

The building looks attractive, proposal is an improvement on previous scheme, proposal helps first time buyers onto the property ladder, proposal will add value to the area, modern flats represent an improvement in the street scene.

Those Opposed: 2

Height of building out of proportion in street, proposal if approved would set a poor precedent in vicinity, height should be reduced, proposal should reflect 2003 approved scheme, tree planting should not be allowed that adversely affects existing trees at the rear of 93, 95 and 99 Roxborough Road.

APPRAISAL

1) Design & Character of Area

This part of Headstone Road is characterised by a mixture of 2-storey detached and semi-detached properties with habitable roof space and 3-storey blocks of flats. Most properties have hard surfaced front garden areas.

The development for 12 flats has noticeable differences to the scheme approved in 2003 for 12 flats (ref: P/1832/03/CFU). The key changes are the removal of the main front gable on the front elevation, reduction of number of windows from 24 to 22, removal of rear gable, parapet walls and eaves would be 1m higher, a bin store area is positioned to the front, and repositioning of car parking spaces.

The development also has key differences to the scheme refused recently under planning reference P/4121/07/CFU. Most notably the overall proposed parapet/eave height has been reduced by 2 brick courses and the 2 units in the roof space have been omitted. The most significant change is that the rear corner of the building adjacent to number 116 Headstone Road would now comply with the 45° Code. These changes are considered significant as they reduce the overall bulk and massing of the building which was a key issue with previous planning applications P/1101/07/DFU & P/4121/07/CFU. These changes would now bring the proposal into line with the 2003 planning permission P/1832/03/CFU.

The mansard roof gives the building a dominant appearance when viewed from the street when compared to the two adjoining buildings. The principle of this aspect of the scheme has already been accepted through planning permission P/1832/03/CFU. It is considered that the reduction in the parapet walls and eaves (approximately 1m higher than Elizabeth Mews) would better relate to the character and appearance of neighbouring buildings.

The bulk and massing of the development is also established through the 2003 planning permission, however by stepping back the rear corner next to number 116 by 1.2m x 1.2m the building would no longer have an overbearing relationship with the property at number 116.

The proposed design alterations are considered acceptable and address the previous reasons for refusal from planning application P/4121/07/CFU. The proposal is considered to comply with policy 4B.1 of the London Plan 2004 and policies D4 and D5 of the HUDP 2004 and Supplementary Planning Guidance: Designing New Development (March 2003).

2) Residential Amenity

The proposal to step back the rear corner of the building at 1st, and 2nd floor levels would ensure that the building would comply with Harrow Council's 45° Code.

Item 1/09 : P/0740/08/CFU continued/...

The amount of rear garden amenity space is considered sufficient for a development of this size with 410m² of rear garden amenity space.

Overall the proposal is considered to provide suitable residential amenity for both neighbouring and future occupants and comply with policies D4 and D5 of the Harrow Unitary Development Plan 2004 and Supplementary Planning Guidance: Designing New Development (March 2003).

3) Parking & Highway Safety

The development provides 2 off-street parking spaces. The site is located within a Controlled Parking Zone and the future occupants would not be eligible for residents parking permits to park on the street. Given the sites location to good public transport links the proposed level of parking is considered acceptable.

4) Housing

The proposal represents an additional 12 units to Harrow's housing stock, which would make a positive contribution with regards to meeting annual housing targets for the borough. This aspect of the development is therefore supported in principle.

The proposed density is 405 habitable rooms per hectare (hrph), which is considered satisfactory for this location and type of development. The approved scheme from 2003 has an approved density figure of 416 hrph.

As a result of changes to The London Plan, from the 18th of February 2008 all developments of 10 units or more should provide affordable housing. In this instance no affordable housing is proposed and no toolkit has been submitted in support of the application. As such, a pre-occupation condition has been attached to this report requiring the submission of a housing feasibility assessment that justifies the provision or non-provision of affordable housing for this site.

5) Accessible Homes

The proposed development complies with the Lifetime Homes Standards and has 10% of units to be built to the Wheelchair Homes Standards.

One ground floor unit (flat 3) has been allocated as the Wheelchair Homes Standards unit and capable of accommodating the needs of a wheelchair user.

The proposed development is considered to comply with London Plan Policy 3A.5 and Accessible Homes Supplementary Planning Documents (April 2006).

6) Sustainable Design & Renewable Energy

The proposed scheme does not incorporate renewable energy sources, however the development has achieved a high SAP (Standard Assessment Procedure) rating and exceeds the minimum requirements of Part L of the Building Regulations (Fuel & Power Conservation).

Item 1/09 : P/0740/08/CFU continued/...

The design initiatives of the development include rainwater recycling, flow restrictors in bathrooms & kitchens, waste recycling, energy efficient appliances & lighting and sustainable materials.

Overall the proposal is considered to be an efficient and acceptable development and comply with policies 4A.1, 4A.7 and 4A.14 of the London Plan 2004.

7) S17 Crime & Disorder Act

There are not considered to be any issues regarding security with this development.

8) Consultation Responses:

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

- Tree planting - Landscaping details have already been agreed between through P/3611/07/CVA on the 12th of December 2007. Planting is not considered to affect existing trees on neighbouring properties.

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 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

Item: 2/01
FORMER GOVERNMENT OFFICES SITE, P/0980/08/DDP/DC3
HONEYPOT LANE, STANMORE HA7 1BB
Ward CANONS

DETAILS OF HARD & SOFT LANDSCAPING DETAILS REQUIRED BY
CONDITION 9 OF PLANNING PERMISSION REFERENCE: P/2317/06/CFU
ALLOWED ON APPEAL 12 NOVEMBER 2007

Applicant: Berkeley Urban Renaissance Ltd
Agent: Turley Associates
Statutory Expiry Date: 06-MAY-08

RECOMMENDATION

Plan Nos: Hard & Soft Materials Palette, D1575.L.P1_316 Rev.PL1, 301 Rev.PL1,
302 Rev.PL1, 303 Rev.PL1, 304 Rev.PL1, 305 Rev.PL1, 306 Rev.PL1,
307 Rev.PL1, 308 Rev.PL1, 309 Rev.PL1, 310 Rev.PL1, 311 Rev.PL1,
312 Rev.PL1, 313 Rev.PL1, 314 Rev.PL1, 315 Rev.PL1

APPROVE permission for the development described in the application

MAIN CONSIDERATIONS AND POLICIES (London Plan & 2004 UDP)

- 1) Proposed Hard & Soft Landscape Details (D4, D9, D10)
- 2) S17 Crime & Disorder Act (D4)
- 3) Consultation Responses

INFORMATION

This application is being reported to Committee at a Nominated Members request.

a) Summary

Statutory Return Type: Minor Development, all other
Site Area: 6.2ha
Habitable Rooms: 2325
Density: 128 dpha 381 hrpha
Car Parking: Standard: 1135 (maximum)
Justified: 740
Provided: 740 (65%)
Council Interest: None

b) Site Description

- Irregular shaped site previously used as government offices. 6190 sqm of empty offices remain, rest of site is vacant. Main access was from Honeypot Lane and secondary access on foot was to Whitchurch Lane, emerging opposite to Canons Park station
- Northern boundary of site abuts end of rear gardens of houses on the south side of Whitchurch Lane. An LUL sub station and the railway embankment form eastern boundary

Item 2/01 : P/0980/08/DDP continued/...

- To the south is the Parr Road Employment Area and then to the west Honeypot Lane and common land through which flows Edgware Brook. Beyond the brook are two modest housing areas, Bramble Close and Amber House
- Part of the site lies within the Environment Agency's designated floodplain for the Edgware Brook

c) Proposal Details

- Approval of hard & soft landscaping details required by condition 9 to planning permission P/2317/06/CFU
- Condition 9 states *Development shall not proceed beyond ground floor damp proof course level until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels or contours means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hardsurfacing materials, minor artefacts and structures (eg street furniture, play equipment, refuse or other storage units, sign etc); proposed and existing functional surfaces above and below ground (eg drainage, power, communication cables, pipeline etc indicating lines, manholes, supports etc).*

d) Relevant History

P/2245/07/COU	New pedestrian access route and associated landscape works (as part of the comprehensive development of the former government office and DVLA site)	REFUSE 04-MAY-07
P/2315/07/CFU	Redevelopment to provide 798 residential units (including 40% affordable housing) 959 sq m class A1/A2/A3/A4/A5/D1 & D2 floorspace; 7927 sq m of B1(a),(b),(c) floorspace including a business incubator centre; creation of a new access onto Whitchurch Lane; associated flood alleviation, landscaping, car parking and highway works - revisions to application.	REFUSE 04-MAY-07
P/2246/07/COU	New pedestrian access route and associated landscape works (as part of the comprehensive development of the former government office and DVLA site)	REFUSE 10-JAN-07 APPEAL ALLOWED 12-NOV-07
P/2317/07/CFU	Redevelopment to provide 798 residential units (including 40% affordable housing) 959 sq m class A1/A2/A3/A4/A5/D1 & D2 floorspace; 7927 sq m of B1(a),(b),(c) floorspace including a business incubator centre; creation of a new access onto Whitchurch Lane; associated flood alleviation, landscaping, car parking and highway works	REFUSE 10-JAN-07 ALLOWED ON APPEAL 12-NOV-07

Item 2/01 : P/0980/08/DDP continued/...

- e) Pre Application Discussion**
None
- f) Applicant Statement**
N/A
- g) Consultations:**
N/A

APPRAISAL

1) Proposed Hard & Soft Landscape Details

The proposed details show the hard and soft landscaping details for the whole the development as require by condition 9 to planning permission P/2317/06/CFU. The proposed landscaping details are considered acceptable by the Harrow Council Landscape Architect.

2) S17 Crime & Disorder Act

The proposed details of refuse disposal & storage does not affect the security of the site.

3) Consultation Responses:

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

- None

CONCLUSION

For all the reasons considered above, and weighing up the development plan polices 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 approval.

SECTION 3 – OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

None

SECTION 4 – CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None

SECTION 5 - PRIOR APPROVAL APPLICATIONS

None