

Planning Committee

ADDENDUM

DATE: Wednesday 10 July 2013

HARROW COUNCIL

ADDENDUM

PLANNING COMMITTEE

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1/01	<p><u>Amendment to reported Heads of Terms:</u></p> <p>On page 2/3 of the agenda under Section 106 Heads of Terms amend:</p> <p>vi) Transport and Travel: A contribution of £40,000 to facilitate a review and implementation of the transport impacts associated with development; a contribution of £15,000 to facilitate improvements to bus stops improvement work along Wealdstone High Street; submission of a Green Travel Plan for the development</p> <p><i>Reason for amendment 1:</i> In light of the Greater London Authority [GLA] Stage 1 response, it is considered necessary to secure £15,000 for the improvement works to bus stops along Wealdstone High Street in light of potentially higher levels of users of the public transport system. The Green Travel Plan has been removed from Condition 15 on the reported agenda item, in light of comments from the GLA and inserted in the Heads of Terms of the legal agreement. This is to ensure that the Travel Plan is robustly monitoring and fines for non-compliance are secured if necessary which could not be secured by way of a planning condition.</p> <p><u>Typographical correction:</u> On page 7 of the agenda under the heading ‘Application Submission Documents’ replace:</p> <p><i>Design Code Rev A with Design Code Rev B</i></p> <p><u>GLA Stage 1 response received:</u> On page 8 of the agenda, under Greater London Authority Stage 1, the following summarises the response of the GLA:</p> <p>The principle to deliver a residential led, mixed use development on this site is acceptable in strategic terms; however, further information in relation to housing (affordable housing, housing mix and residential quality), residential density, children’s playspace, inclusive access, sustainable development and transport are required to address outstanding concerns, for the scheme to be considered as fully compliant with the London Plan.</p> <p>Principle of development: The principle to deliver a residential led mixed use scheme within an Area of Intensification is acceptable in strategic terms.</p>
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Housing: In order to satisfy policies 3.11 and 3.12 of the London Plan, the applicant will need to submit a viability assessment which will need to be independently assessed by Harrow Council. The housing mix put forward should be revised for it to be accepted in strategic terms. With regards to residential quality, further information is required and the Council will need to secure appropriate conditions in this regard for the scheme to meet London Plan policy 3.5. Clarification of the residential density of the proposed scheme is also needed to comply fully with London Plan policy 3.4 and table 3.3 respectively.

Children's play space: Further information and clarification of the applicant's approach to play space is needed for the scheme to comply with London Plan policy 3.6.

Urban design: The proposed design is generally accepted; however further amendments to the design code have been recommended.

Inclusive access: Further information is required as to the type (size and tenure) of the wheelchair accessible units and the applicant should provide further information regarding the public realm, landscaping and inclusive access for the scheme to accord with London Plan Policy 7.2.

Sustainable development: In order to comply with London Plan policy 5.2, the applicant will need to provide drawings in relation to the distribution of PV's and the route of the site heat network. In addition, the applicant should provide further information in relation to the energy centre.

Transport: The applicant will need to revise the trip generation and mode share assessment, undertake cumulative highway impact assessment and undertake a PERS audit. Appropriate conditions will also need to be secured in relation to bus accessibility improvements and relevant travel plans.

Additional Consultations Responses Received:

On pages 9 of the agenda, under Summary of Responses amend number of objections received to '6'.

4 additional responses received.

Further responses raise issues in relation to:

- Area is already densely populated and will create more traffic. Development would put increased pressure on Harrow and Wealdstone to Euston where there are already issues on travellers getting on at this station.
- Concern around the removal of trees that run along garden and lack of privacy that would arise if development were to go ahead
- Responses received from estate agent which indicates that development would have a 10/20% adverse impact on house price
- Too much housing in the locality considering the Kodak development as well

A petition of objection has also been received (10 signatures):

"Dear Sir, We the undersigned as local residents in Whitefriars Ave strongly object to the erection of 3 storey dwellings backing on to our 2 storey dwellings. We feel our privacy will be infringed ... And finally myself, Colin Ryan, 24 Whitefriars Ave, the addressee of this petition, a resident for 57 years of 22 & 24 Whitefriars Ave. The above signatures are (are) all freeholders. We also would like all trees in the area, both side of the boundary, to remain therefore protected, to enhance privacy. Copies to Harrow

Police, Fire Brigade, Harrow Observer”.

Officer response to additional Consultation Responses:

Area is already densely populated and will create more traffic. Development would put increase pressure on Harrow and Wealdstone to Euston where there are already issues on travellers getting on at this station.

It is considered that the density of the surrounding is consistent with an urban / suburban area such as Wealdstone and the density of the proposed development falls within the thresholds set out in the London Plan for appropriate levels of density. The impact of development on traffic generation has been considered in Section 6 of the Appraisal and whilst it is considered that some level of additional traffic would arise above the lawful use of the site, this would be tempered by the level of car parking spaces available, and securing Green and Framework Travel Plans which will encourage modal shifts towards sustainable modes of transport, controls which are not in place currently with the lawful use of the land.

Concern around the removal of trees that run along garden and lack of privacy that would arise if development were to go ahead

This is noted. The outline application does not include details of landscaping which are ‘reserved’ at this point and would be subject to a subsequent ‘reserved matters’ application. It is considered that appropriate landscaping to ensure privacy of neighbouring occupiers is maintained could be secured at this stage.

Responses received from estate agent which indicates that development would have a 10/20% adverse impact on house price

Impacts of development of property prices are not material planning considerations

Too much housing in the locality considering the Kodak development as well

The ‘Heart of Harrow’ has been identified as an Intensification Area in the London Plan. The Harrow and Wealdstone Area Action Plan 2013 will shape the form of development in this location and has targeted the delivery of 2,800 new homes in this area over the course of the development period. Within the AAP, the application site is allocated for development and the proposal here conforms to the objectives of this plan, helping to deliver new homes, employment opportunities and education space.

Response to Petition of Objection:

As detailed above, the landscaping strategy for the development of the site is ‘reserved’ at this point and would be subject to consideration at the ‘reserved matters’ stage of application. It is considered that the Design Code, in association with a robust landscaping strategy would ensure the privacy of the neighbouring occupiers would not be compromised.

Response to points raised by the GLA Stage 1 response (it should be noted that the comments of the GLA are made without the benefit of the LPA Committee report):

Children’s Playspace – GLA suggest that applicant should demonstrate adequate space could be accommodate on site

This point is considered on page 14 of the agenda. Officers have reviewed the quantum of available space that the site could provide for children’s playspace and consider that these areas would adequately meet the on-site needs of children’s playspace in relation to policy DM28 of the DMP. The applicant has confirmed that adequate space would be provided and in responding to this point, are preparing

indicative plans for a potential Stage 2 response to the GLA which addresses the required needs.

Housing Choice and Tenure – GLA state that revised Financial Viability Assessment [FVA] required and re-consideration of the unit mix

These points are addressed in Section 3 of the Appraisal. A revised FVA would be secured through the agreed Heads of Terms of the legal agreement to be submitted by the 'reserved matters' stage of application. The mix of units referred to by the GLA is provided as indicative and is not fixed. This would be an issue that would be considered the 'reserved matters' stage of application and secured at this point.

Design – GLA make three points in relation to the Design Code and consider that (i) ratios of habitable spaces to non-habitable spaces, (ii) providing direct access from ground floor units and (iii) ensuring no more than 8 units per core are included in the approved Design Code.

These points are noted. However, the Design Code does not preclude any of these points and Officers consider that each of points would be secured in accordance with development plan policies at the 'reserved matters' stage of application when issues of layout and appearance are provided. Officers, however, consider that an amendment to Condition 6 on the reported agenda which relates to the Design Code, specifically referring to these issues would address this point.

Inclusive Access – GLA state that 10 Wheelchair Units and Lifetime Homes required and details of tenure / size of these units required.

These points are addressed in Section 8 of the Appraisal. The applicant has indicated in the Design Code that 105 of the units would be Wheelchair and all units would be Lifetime Homes and this level would be secured. Condition 11 also specifically refers to this requirement. The tenure and location of the Wheelchair Homes cannot be secured as this point as issues of 'layout' are reserved at this point. Appropriate location and tenure of Wheelchair units would be secured at 'reserved matters' stage.

Climate Change and Mitigation Strategies – GLA state that indicative that plans to show how solar PVs would be distributed throughout the site should be provided and location and size of plant for connection to district heating should be provided prior to the GLA stage 2 referral.

Climate Change and Sustainability is addressed in Section 9 of the Appraisal. Condition 7 on the reported agenda refers to the requirement to provide an Energy Strategy for the site. Officers consider that issues in relation to the location of solar PVs and the location of the energy centre would be addressed at the 'reserved matters' stage of application with the submission of 'layout' and 'appearance' details. The applicant has also committed to provide details on this point were the members to adopt the officer recommendation and the application referred to the GLA at Stage 2. Officers consider that a minor amendment to Condition 6 would address the points raised by the GLA.

Transport – GLA raise points in relation to (i) the methodology of the Transport Assessment and resultant trip generation, (ii) requirement for additional monies to be secured for bus stop improvements, (iii) Green Travel Plan should be incorporated within the s106 to ensure appropriate monitoring of the Travel Plan and, (iv)

consideration should be given to securing a 'permit-free' agreement to remove future residents' eligibility for on-street parking.

Transport issues are considered in depth in Section 6 of the Appraisal. The Highway Authority has also reviewed the comments of the GLA. In relation to the methodology, the Highway Authority consider there is some scope for reviewing the methodology outlined in the submitted Transport Assessment but consider that any re-appraisal of the methodology would only result in minor changes to the trip generation from the site. In relation to monies to be secured for bus stop improvements, the LPA consider this to be fair and the applicant has agreed to this amendment. This will accordingly be secured in the s106 agreement. The requirement to provide a Green Travel Plan is addressed in the reported agenda within the Appraisal and Condition 15. The requirement to secure this through the s106 agreement to ensure appropriate monitoring and enforcement is, however, acknowledged and accordingly, this is reported within the Heads of Terms and removed from Condition 15. In relation to 'permit-free' arrangements for on-street parking, the parking order for the surrounding area only permits properties on existing street names to apply for parking permits within certain areas. As new street names would need to be created for the majority of the proposed properties on the site, only those new properties which connect to Bruce Road and Ladysmith Road (as these properties would have Bruce Road or Ladysmith Road addresses) would be eligible to apply for parking permits. Nonetheless, given the potential pressures on surrounding roads from on-street parking arising from the development, a condition is attached to ensure residents are ineligible for on-street parking in the locality. Members should also note that £40,000 is secured within the s106 agreement to allow for the re-appraisal of the appropriate use of the Controlled Parking Zone in this locality.

Reason for Amendment 5:

To address consultation responses received after the application was reported to the Committee agenda

Addendum Item 6 – Amendment to conditions:

As outlined above, following the GLA stage 1 response and to correct a typographical error in the plan numbers, some minor amendments to the Planning Conditions reported are proposed:

On page 34 of the reported agenda:

REMOVE condition 4 and **REPLACE** with the following condition:

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

467-PL-201-B: Site Location Plan

467-PL-202-B: Retention and Demolition

467-PL-203-C: Access Routes and Open Space

467-PL-204-D: Land Use

467-PL-205-E: Maximum Building Envelope

Design Code Rev B

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

On page 35 of the reported agenda:

REMOVE Condition 6 and **REPLACE** with the following condition:

Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale, appearance and landscaping shall be accompanied by an urban design report which explains the approach to the design and how it addresses the relevant Design Code, **including reference to (i) the number of units per core on each floor, (ii) maximum levels of ground floor frontages dedicated to uninhabited uses and solid to void ratios and, (iii) providing direct access to the public realm for ground floor units.** This document should also include measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the development.

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

REASON: To ensure good design throughout the development, in line with the objectives of the NPPF, policies 7.3, 7.4, 7.6 and 7.15 of the London Plan 2011, policy CS1 of the Harrow Core Strategy 2012, and policies AAP4 and AAP7 of the Harrow and Wealdstone Area Action Plan 2013

On page 35 of the reported agenda:

REMOVE Condition 7 and **REPLACE** with the following condition:

Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale and appearance, exempting the land identified for educational use, shall be accompanied by a detailed Energy Strategy. The Energy Strategy shall explain:

(a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;

(b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of Reserved Matters are submitted;

(c) the specification for any green and/or brown roofs **and details of the location of solar PVs;**

(d) how energy shall be supplied to the building(s) **and the location and size of energy centre(s),**

(e) how the building(s) have been designed to achieve at least the minimum requirement under BREEAM or Code for Sustainable Homes (or an equivalent assessment method and rating) prevailing at the time the application(s) for approval of Reserved Matters are submitted; and

(f) preparation of a Site Waste Management Plan (SWMP), to comply with Best Practice Standards.

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

REASON: To ensure that the development contributes to climate change mitigation by meeting the highest standards of sustainable design and construction and achieving an adequate reduction in carbon dioxide emissions from onsite renewable generation, in line with the principles set out in the approved Energy Statement, in accordance with the NPPF, policies 5.2, 5.3, 5.5, 5.6, 5.7, 5.10 and 5.11 of The London Plan 2011, policy CS1 of the Harrow Core Strategy 2012 and policy DM12 of the Development Management Policies Local Plan 2013

On page 38 of the reported agenda:

REMOVE condition 15 and **REPLACE** with the following condition:

Applications for approval of Reserved Matters submitted pursuant to this permission

relating to layout and access, exempting the land identified for educational use, shall be accompanied by a detailed Transport Strategy.

This document shall explain:

- (a) a detailed Parking Management Strategy for the development (including exploring car club provision and details of enforcement procedures for parking offences);
- (b) a detailed Service Delivery Plan indicating how servicing of the employment uses would be managed
- (c) a detailed Framework Travel Plan which indicates how the employment uses and residential uses would integrate
- (d) details of cycle parking provision for each of the proposed uses;
- (e) details electric car charging points;
- (f) details of motorcycle and scooter parking;
- (g) details of pedestrian and cycle routes throughout the site; and
- (h) a summary of how the approach relates to the original Transport Assessment

REASON: To ensure that adequate levels of parking are proposed, that sustainable means of transport are encouraged and that adverse impacts on amenities would not arise, in accordance with the NPPF, policies 6.3 and 6.13 of London Plan 2011, policy CS1 of the Harrow Core Strategy 2012, policies AAP4 and AAP19 of the Harrow and Wealdstone Local Plan 2013 and policy DM1 of the Development Management Policies Local Plan 2013.

On page 41 of the reported agenda:

ADD Condition 27 as follows:

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

REASON: To ensure that the scheme adequately addresses parking pressures locally and sustainability requirements of policy 6.13 of The London Plan 2011 and policy AAP19 of the Harrow and Wealdstone Area Action Plan 2013

Reason for Amendment 6:

To amend conditions to address the issues raised by the GLA and address typographical error in relation to Condition 4.

2/02

Notifications:

Eight comments have been received since writing the report to the Planning Committee. These comments can be summarised as follows:

- Loss of convenience
- There are enough restaurants in Hatch End
- This proposal could increase local unemployment
- This proposal would impact on the variety of retail units in Hatch End
- Negative impact on parking and traffic
- The Grimsdyke Road / Uxbridge Road junction is an accident black spot which could be exacerbated
- There are large empty units in the Borough so can this development be accommodated in one of these?

One petition (with 100 signatures) against the proposed development has also been received since writing the Planning report. The grounds for objection in the petition are summarised as follows:

- The loss of the existing units would seriously undermine the diversity of the Hatch

	<p>End shopping area and have a detrimental effect on the whole retail mix</p> <ul style="list-style-type: none"> - Loss of 52 jobs and livelihoods <p>Response to additional comments received</p> <ul style="list-style-type: none"> - Concerns have been raised in relation to the loss of existing local employment – It is acknowledged that existing local employment would be lost as a result of the current proposal. This is regrettable. However, the current proposal would create employment, albeit of a different nature. - There are large empty units in the Borough so can this development be accommodated in one of these? – This proposal can only be assessed on its own merits - All other concerns raised since writing the report to the Planning Committee have been considered and discussed in the appraisal of the Committee report.
<p>2/05</p>	<p>Additional consultation response</p> <p>Harrow Hill Trust: Feel we are wasting our time commenting. Consultations are a formality as everything has been decided in advance. Agree with CAAC (Conservation Area Advisory Committee) comments. This is not a town centre park as it is separated by the railway line. A simple children’s playground would be preferred and we doubt the space will be used in any significant way. The building will be largely left unused and unattended and the subject of vandalism and would not be maintained due to Harrow’s lack of funds.</p> <p>Under Conditions:</p> <p>In Condition 2:</p> <p>SUBSTITUTE plan numbers with: 227_001; 227_002; 227_003; 227_010; 227_200; 227_201; 227_202 Rev P1; 227_220; 227_310 Rev P1; 227_311 Rev P1; 227_320; 227_321 Rev P1; 227_330 Rev P1; 227_331 Rev P1; 227_332 Rev P1; Design and Access Statement</p> <p>Under Plan Numbers:</p> <p>SUBSTITUTE with: 227_001; 227_002; 227_003; 227_010; 227_200; 227_201; 227_202 Rev P1; 227_220; 227_310 Rev P1; 227_311 Rev P1; 227_320; 227_321 Rev P1; 227_330 Rev P1; 227_331 Rev P1; 227_332 Rev P1; Design and Access Statement</p>
<p>3/01</p>	<p>This application has been deferred allow for consideration of a revised scheme to be presented to a later Planning Committee.</p>

**ADVANCE WARNING GIVEN OF REQUESTS TO MAKE REPRESENTATIONS ON
PLANNING APPLICATIONS**

Application	Objector	Applicant/Applicant's Representative (who has advised that they would wish to reply)
1/01 Colart Ltd, Whitefriars Avenue, Harrow	James Ryan	Michael Lowndes
2/01 Westbury Lodge Cottage, Chapel Lane, Pinner	Barbara Kirwen	Mr Odenaiya
2/02 Units 1-10, 286 Pickwick Walk, Uxbridge Road, Hatch End, Pinner	Anna Swinson Hanisha Umeria	No response from applicant or agent received to date