Urban Design and Heritage

Memo

To: [redacted]

From: [redacted] **- Heritage Team**

CC:

Date: 30th August 2024

Re: Broadwalk Shopping Centre And Associated Surface Level Car Park, Edgware Bus Station, Edgware Bus Garage And Redhill Medical Centre And Deans Brook Nature Reserve, Edgware, HA8 (24/2686/OUT)

Proposal: Comprehensive, phased mixed-use redevelopment of the site comprising of residential (C2, C3, and Sui Generis) and a range of town centre uses; flexible commercial business and service, hotel, learning and nonresidential (Use Classes E/C1/ F1/ Sui Generis), within a range of tall buildings, together with a new transport interchange, basement bus depot, public realm, car and bicycle parking, public open space, hard and soft landscaping and other associated works. (OUTLINE APPLICATION with full details in respect of access for phases 1, 3 and (in part) 2 and (in respect of part of phase 1) landscaping).Further information provided by the applicant for consultation purposes only (not forming part of the formal description of development set out below): The Outline Planning Application includes an Illustrative Scheme which indicates one way in which the development for which planning permission is being sought could be delivered. The Illustrative Scheme contains: - New buildings including tall buildings up to 29 storeys, - 3,365 new homes (Use Class C3), - 463 student or co-living units (Sui Generis) in addition to a new transport interchange commercial, hotel, learning and non-residential uses, streets, open space, landscaping and public realm including improvements and public access to the Deans Brook Nature Reserve

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A built heritage, townscape and visual impact assessment has been submitted as one of the suite of application documents. A built heritage statement describes the significance of the heritage assets affected by the proposed development, including any contribution made by their setting.

The application site does not contain any designated heritage assets although two statutory listed buildings, The Railway Hotel and the Parish Church of St. Margaret, lie within close proximity on Station Road. Edgware Station, a non-designated heritage asset, is the only

heritage asset within the site. Watling Estate Conservation Area is located around 100m to the south-east.

Other heritage assets, both designated and non-designated lie within the wider vicinity of the site, but a further distance away where the visual impact is minimal. The non-designated assets in closest proximity include the locally listed Edgware Station and St Margaret's Church Hall. Some of the other heritage assets identified in the heritage statement lie within the Borough of Harrow.

A section on heritage receptors is provided by the applicant with an assessment of the effect of the proposed development on each of the receptors, including a summary table.

Views 9 and 37 provide an impression of the impact of the proposed development on the setting of The Railway Hotel. These views show the vast height and bulk of the development against the silhouette of the listed building. The eye of the observer will inevitably be drawn to the development due to its scale and close proximity. Views of the building would consequently be disrupted and compromised. This will adversely affect the way in which the heritage asset is experienced, particularly as the views of the façade from Station Road are the most important views of the building.

The applicant acknowledges that the scale and massing of the proposals would contrast with the listed building and that it would be 'conspicuous in views in the immediate setting of the asset and would reduce the prominence of the listed building in approach views.'

Views included in Appendix 4 show the impact of the development from within the churchyard of St Margaret's Parish Church. The proposals would be evident when seen above the church when looking east, although primary views of the building from Station Road would not be affected. Views of the church hall will not be adversely affected due to its siting on the northern side of Station Road.

The contrast in scale between the single storey Edgware Station and the proposed adjoining block would be apparent when seen from Station Road, although the slight set back is beneficial. The applicant recognises the development would constitute a 'significant increase in scale of the built form immediately adjacent to the station', which 'would represent a significant step up from the single storey station building.'

Views 10 -13 reveal the impact of the proposed development from the closest points within the Watling Estate Conservation Area. The scale of the proposed buildings rising above the rooftops of the two-storey houses is intrusive, dominant and detracts from the way in which these modest-scaled buildings are experienced. As a result, the development is considered harmful and neither preserves nor enhances the character or appearance of the Watling Estate Conservation Area.

Conclusion

In considering the cumulative effects of the development on the setting of The Railway Hotel, St Margaret's Parish Church and the Watling Estate Conservation Area, the proposals would undermine the appreciation of the listed buildings and impact negatively on the character and appearance of the houses and open spaces within the conservation area.

The introduction of the large number of very tall buildings, which are seen in a variety of views, would be both apparent and disruptive, such that the viewer would be distracted from appreciating the different heritage assets. This causes a degree of harm to heritage significance.

Paragraph 205 of the National Planning Policy Framework states that great weight should be given to the asset's conservation, irrespective of the degree of harm. The harm caused to the setting and significance of these heritage assets is considered to be less than substantial, (in the mid-range) and consequently this harm should be weighed against the public benefits of the proposal, in accordance with paragraph 208 of the NPPF.