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Suites 2 and 3, Premier House, Canning Road, Wealdstone **P/0120/17**

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

26th April 2017

APPLICATION NUMBER: P/0120/17
VALIDATE DATE: 26TH APRIL 2017
LOCATION: SUITES 2 AND 3, PREMIER HOUSE, CANNING ROAD, WEALDSTONE
WARD: WEALDSTONE
POSTCODE: HA3 7TS
APPLICANT: MS EVA SISKINOVA
AGENT: NORTHMILL ASSOCIATES
CASE OFFICER: NICOLA RANKIN
EXPIRY DATE: STATUTORY: 8TH MARCH 2017; AGREED EXTENSION: 28TH APRIL 2017

PURPOSE OF REPORT/PROPOSAL

The purpose of this report is to set out the Officer recommendations to the Planning Committee regarding an application for planning permission relating to the following proposal.

Creation of a new fifth floor to accommodate nine additional flats with associated external alterations.

The Planning Committee is asked to:

RECOMMENDATION A

- 1) agree the reasons for approval as set out in this report, and
- 2) Grant planning permission subject to the Conditions listed in Appendix 1 of this report
- 3) The completion of a Section 106 agreement with the heads of terms set out below by 26th June 2017 (or such extended period as may be agreed in writing by the Divisional Director of Planning). Delegated Authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the Section 106 agreement and other enabling legislation and to agree any minor amendments to the conditions or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

Transport and Highways

The development to be 'resident permit restricted' and the developer to ensure that: (i) all marketing/advertising material makes reference to the fact that; and (ii) all sales and lettings agreements contain a covenant to the effect that; future owners, occupiers and tenants (other than those that are registered disabled) will

not be entitled to apply for a residents parking permit or a visitor parking permit.

REASON FOR THE RECOMMENDATIONS

Officers consider that the proposed redevelopment of the site would provide a high quality residential development which would make a positive contribution to the town centre environment. The additional height proposed to Premier House is considered to be acceptable in this town centre location and would be consistent with the design guidance of the Harrow and Wealdstone Area Action Plan. The proposed additional floor is considered to be of high quality architectural merit and the development as a whole displays a high quality approach to its design. The proposal would make a contribution to the Councils housing delivery targets in an area which is targeted for growth and would promote housing choice through a range and mix of unit types. The proposed redevelopment of the site would result in a modern, contemporary design that responds positively to the local context, and would provide a high standard in terms of living conditions for future occupiers. Overall, the proposal would make a contribution towards enhancing the vitality and regeneration of the Wealdstone Town Centre in accordance with the Council's vision and spatial strategy.

Furthermore, officers consider that the proposal would not have a detrimental impact on the residential amenities of neighbouring occupiers or highway safety. The proposal would also have a positive environmental impact through as a result of its sustainable design and construction, and enhancements in the landscape and biodiversity within the immediate area. For these reasons, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out below, it is considered that the development is justified in this instance and the application is recommended for grant.

RECOMMENDATION B

That if the Section 106 Agreement is not completed by 26th June 2017, or as such extended period as may be agreed by the Divisional Director of Regeneration, Enterprise and Planning in consultation with the Chair of the Planning Committee, then it is recommended to delegate the decision to **REFUSE** Planning permission to the Divisional Director of Planning on the grounds that:

The proposed development in conjunction with the cumulative impact of development within the Harrow and Wealdstone Town Centre, in the absence of a Legal Agreement to provide appropriate resident and visitor permit parking restrictions would fail to adequately mitigate the impact of the development and would result in a detrimental impact on the capacity and safety of the Highway network, contrary to the National Planning Policy Framework (2012), policies 6.3, 6.11, 6.12 and 6.13 of The London Plan (2015), Core Strategy (2012) policy CS1 Q and CS 1 R and policies DM 42, DM 43 and DM 50 of the Harrow Development Management Polices Local Plan, Policy AAP 19 of the Harrow and Wealdstone Area Action Plan (2013) and the Supplementary Planning Document: Planning Obligations (2013).

INFORMATION

This application is reported to Planning Committee as the proposal falls outside the scope of 1(b) and 1(e) of Schedule 1 of the Councils Scheme of Delegation

Statutory Return Type:	Minor Development
Council Interest:	The Council holds a lease on the ground floor of Premier House.
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£29,960
Local CIL requirement:	£94,160

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 CRIME & DISORDER ACT

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk. The proposed site is adjoined by residential units and fronts a busy town centre high street. The main entrance to the units will be restricted by key card access. All doors and windows will be designed to PAS24/2012 standards as stipulated by Secure by Design Standards. An informative has been attached to encourage that the Secured by Design accreditation is obtained.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, Development Management Policies, SPGs
- Other relevant guidance

LIST OF ENCLOSURES / APPENDICES:

Officer Report:

Part 1: Planning Application Fact Sheet

Part 2: Officer Assessment

Appendix 1 – Conditions and Informatives

Appendix 2 – Site Plan

Appendix 3 – Site Photographs

Appendix 4 – Plans and Elevations

OFFICER REPORT

PART 1: PLANNING APPLICATION FACT SHEET

The Site	
Address	Premier House, Canning Road, Wealdstone, HA3 7TS
Applicant	Ms Eva Siskinova
Ward	Wealdstone
Local Plan allocation	n/a
Conservation Area	n/a
Listed Building	n/a
Setting of Listed Building	n/a
Building of Local Interest	In the setting of the locally listed Holy Trinity Church and No. 36 High Street
Tree Preservation Order	n/a
Other	Located within a Critical Drainage Area and the frontage of the site is located within fluvial and surface water flood zones 2 and 3.

Housing		
Density	Proposed Density hr/ha	79
	Proposed Density u/ph	75
	PTAL	6a
	London Plan Density Range	650-1100hr/ha 215-405 u/ha
Dwelling Mix	Studio (no. / %)	5
	1 bed (no. / %)	
	2 bed (no. / %)	3
	3 bed (no. / %)	1
	4 bed (no. / %)	
	Overall % of Affordable Housing	n/a
	Social Rent (no. / %)	n/a
	Intermediate (no. / %)	n/a
	Private (no. / %)	n/a
	Commuted Sum	n/a
	Comply with London Housing SPG?	Yes
	Comply with London Housing SPG?	Yes
Comply with M4(2) of Building Regulations?	Additional details to follow	

Transportation		
Car parking	No. Existing Car Parking spaces	0
	No. Proposed Car Parking spaces	2 disabled
	Proposed Parking Ratio	0.2
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces	13
	Cycle Parking Ratio	1.4
Public Transport	PTAL Rating	6a
	Closest Rail Station / Distance (m)	Harrow and Wealdstone Station is approximately 200 metres away
	Bus Routes	140, 182, 186, 258, 340, H9, H10, H14
Parking Controls	Controlled Parking Zone?	Yes Double yellow lines along Canning Road and the length of the High Street
	CPZ Hours	Mon to Friday 10am to 11 am and 2pm to 3pm.
	Other on-street controls	n/a
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Separate Bins Stores for recycling and non-recyclable waste with collection from Gladstone Way.

Sustainability / Energy	
BREEAM Rating	n/a
Development complies with Part L 2013?	n/a
Renewable Energy Source / %	n/a

PART 2: ASSESSMENT

1.0 SITE DESCRIPTION

- 1.1 The application site relates to a five storey building on the east side of the High Street, Wealdstone within Wealdstone District Centre and the Harrow and Wealdstone Opportunity Area.
- 1.2 The application site is the flat rooftop of Premier House. The existing building is brick built and has brown aluminium frame strip windows and 45o chamfered corners.
- 1.3 The building occupies the majority of the 0.24 hectare property demise with the rooftop comprising 0.09 hectares of this area. Currently, the flat rooftop houses 3 plant rooms; several extract ducts and various telecommunications antennae.
- 1.4 The ground floor is occupied by two retail shops, a library and a café. The first floor is occupied Premier Banqueting (London).
- 1.5 Access to the upper floors is via a ground floor entrance onto Canning Road; within the building, access to the upper floors is by stairs and 2 x lifts.
- 1.6 There is a vehicular access into the site and a loading/service area at the rear from Gladstone Way.
- 1.7 The site has a public transport accessibility level (PTAL) of 6a.
- 1.8 The site frontage to the High Street is within fluvial and surface water flood zones 2 and 3.
- 1.9 To the immediate south of the application site is a three storey building which contains Lloyds Bank on the ground floor and residential above. The building is locally listed.
- 1.10 To the immediate east of the application site on the opposite side of Gladstone Way, is a three storey car park building which contains 257 spaces. Further to the south east, is a 27 space surface level car park offering a further 27 spaces accessed via Gladstone Way and Palmerston Road.
- 1.11 To the immediate north of the application site are two and three storey buildings containing commercial and residential space, separated by Canning Road. Further along Canning Road to the north east is Knightley Court a five/six storey residential building which forms part of a recently completed apartment development.
- 1.12 To the west of the site on the opposite side of Wealdstone High Street are three storey buildings containing commercial units on the ground floor and residential above. The locally listed Trinity Church lies adjacent to these units.

- 1.13 The surrounding landscape has a mixed commercial and residential character and beyond this are further outlying swathes of suburban residential areas. Harrow and Wealdstone Train Station, a grade II listed building, lies approximately 180 metres to the south of the application site. The Wealdstone Police Station is a further grade II listed building, located approximately 95 metres to the north of the application site.
- 1.14 The site lies within the 'Wider Setting Consultation Area' of one locally protected view - Roxborough Road Bridge (towards Harrow Weald Ridge).

2.0 PROPOSAL

- 2.1 The application proposes a rooftop extension to create a new fifth floor comprising 9 residential apartments with a total of 670m² of floorspace.
- 2.2 The accommodation would include 5 x 1 person bedrooms apartments, 3 x 2 person bedroom apartments and a 1 x 3 bedroom, 6 person apartment.
- 2.3 The layout of the additional floor would be L shaped which would correspond with the existing building shape.
- 2.4 The east west elevation of the building would have a total length of 38.9 metres and the north south elevation of the building would have a maximum length of 33.76 metres.
- 2.5 The additional floor would have a flat roof with a maximum height of 3.48 metres.
- 2.6 The proposed floor would be set in from the main facades of the building. The western elevation facing Wealdstone High Street would be set back by 9.4 metres from the main front elevation. The southern elevation would be set back by a minimum of 3.56 metres from the principal southern elevation. The eastern elevation would be set back by a minimum of 8.1 metres from the principal east elevation and the northern elevation would be set back between 2.4 and 22.6 metres from the main northern elevation.
- 2.7 The proposed fifth floor would have a green roof and would incorporate a small lift overrun sited towards the northern side and two small roof access hatches.
- 2.8 A central corridor would run down the spine of the accommodation with a dual lift and stair core at the northern end and a secondary stairwell at the eastern end.
- 2.9 A decked terrace area would wrap around the building and would form external amenity space for the units. A glass balustrade would wrap around the external decking area.
- 2.10 In terms of materials and appearance, blue tinted curtain glazing with an aluminium frame and opening windows would form the main body of the

building together with light blue/grey vertical standing seam zinc cladding wrap over sections

- 2.11 An upgraded entrance is proposed at ground floor level adjacent to Canning Road. This would form the access point to the residential units. This would include a new glazed doorway entrance with access step and ramp with a dwarf wall and glass balustrade surrounding. The balustrade and dwarf wall would have a maximum height of 1.27 metres above ground level. Beyond the upgraded entrance a lobby area will lead to the main lift core.
- 2.12 A refuse/service area would be provided at the rear, the same location for the existing operations. A total of eight 1280 litre recycling bin, eight 1100 litre residual waste bins; one 240 litre lockable clinical waste bin; and one 240 litre food waste bin would be provided in the service area.

3.0 RELEVANT PLANNING HISTORY

- 3.1 A summary of the relevant planning application history is set out in the table below:

Ref no.	Description	Status and date of decision
LBH/10829/4:	Closure of Peel Road, Demolition of Existing Buildings, Erection of 2 and 5 Storey Building Comprising Supermarket and Two Shops on Ground Floor, Storage on First Floor with Offices Over; Construction of New Service Road Between Canning Road and Palmerston Road; Erection of 4 Storey Car Park with Pedestrian Bridge	Granted 11/12/1979
P/0303/08	Change of Use of First Floor of Building from Retail (Class A1) to Function Room (Sui Generis) Involving First Floor Rear Extension to Provide a Bar, Bar Storage and Office	Granted 19/03/2008
P/1950/08D	Change of Use of First Floor of Building from Library (Class D1) to Function Room (Sui Generis). Single Storey First Floor Extension on Front (west) Roof terrace & North Side (Canning Road Elevation) to Provide Additional 300m ² Floorspace for Use as Part of Function Room	Granted 26/01/2009
P/1739/10:	Change of Use Second Floor from Office to Educational Use (Class B1 to D1) Reasons for Refusal:	Refused 09/09/2010

	<p>1. <i>The applicant has failed to demonstrate that the proposal site is no longer suitable or required for employment use, contrary to saved policy EM15 of the Harrow Unitary Development Plan (2004).</i></p> <p>2. <i>The proposal would result in an inappropriate use of the second floor of the building and would result in an unacceptable incremental loss of office accommodation at the application site, to the detriment of the character of the area and the utility of the building, contrary to saved policies D4 and EM24 of the Harrow Unitary Development Plan (2004).</i></p>	
P/3383/10	Change of Use of Part Second Floor from Office to Education Use (Class B1 to D1) and Part Third Floor from Education Use to Office (Class D1 to B1)	Granted 01/04/2011
P/2349/13	Prior Approval - Conversion of Fourth Floor Offices (Class B1a) to 10 Self-Contained Flats (Class C3)	Prior approval not required, 04/10/2013
P/2542/14	Prior Approval – Conversion of Second Floor Offices (Class B1a) to 9 Self-Contained Flats (Class C3)	Granted 22/08/2014
P/4177/14	<p>Change of Use of Part of Second Floor & All of Third Floor from Office/Educational Use (Class B1/D1) to Residential (Class C3) to Provide 12 Flats; Parking; Bin/Cycle Storage; and External Alterations;</p> <p>Reasons:</p> <p>1. <i>The proposed use of the second and third floors for residential would be incompatible with the existing use of the first floor of the building as banqueting facilities by reason of the harm that would be caused to living conditions of future occupiers through excessive noise and disturbance. The proposal therefore fails to accord with policies 7.4B and 7.6B of The London Plan (consolidated with alterations since 2011) (2015) and policies DM1, DM31 and DM46 of the Harrow Development Management policies Local Plan (2013).</i></p>	Refused 13/04/2015

	<p>2. <i>The development would result in the loss of an education facility within the Borough and insufficient justification has been provided to demonstrate that such a loss would be acceptable in principle. As such, the development would be contrary to Policy 3.18 (Education Facilities) of the London Plan (2015) and Policy DM47 (Retention of Existing Community, Sport and Education Facilities) of the Development Management Policies (2013).</i></p> <p>3. <i>In the absence of a completed agreement under s.106 of the Town and Country Planning Act (1990), the development would fail to make an acceptable contribution towards meeting the need for affordable housing in the Borough, contrary to policy 3.13 of the London Plan 2015, policy CS1 J of the Harrow Core Strategy (2012) and policy AAP 13 B (e) of the Area Action Plan (2013).</i></p>	
P/0251/17	<p>Conversion of Offices (Class B1a) to x Self-Contained Flats (Class C3) (Prior Approval of...) Conversion of Offices (Class B1a) on Third Floor (part) and Fourth Floor to 45 Self-Contained Flats (Class C3) (Prior Approval Of Transport & Highways Impacts Of The Development, Contamination And Flooding Risks On The Site And Impacts Of Noise From Commercial Premises On The Intended Occupiers Of The Development) (Resident Permit Restricted)</p> <p>Refused:</p> <p>1. <i>The proposal, by reason of inadequate parking provision for persons with disability and given the local parking constraints, would fail to provide satisfactory accessible transportation and parking provision for persons with disabilities and would be likely to result in detrimental highways and traffic impacts, contrary to Policy 6.13(D) of The London Plan (2016), and Policy DM42 of Harrow's Development Management Policies Local Plan (2013).</i></p>	Refused 14/03/2017

4.0 CONSULTATION

4.1 A total of 15 consultation letters were sent to neighbouring properties regarding this application.

4.2 A general site notice was erected on 27th March 2016.

4.3 The overall public consultation period expired on 8th March 2017.

4.6 Adjoining Properties

Number of letters Sent	15
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.7 To date, no objections have been received from adjoining properties in relation to the proposed development.

4.8 Statutory and Non Statutory Consultation

4.9 The following consultations have been undertaken:

LBH Conservation Officer
LBH Highways
LBH Travel Planner
LBH Drainage
LBH Design
LBH Environmental Health
LBH Biodiversity Officer
LBH Waste Officer
LBH Policy
LBH Urban Design
Environment Agency
Ministry of Defence

4.10 Internal and External Consultation

4.11 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

Consultee	Summary of Comments	Officer Comments
LBH Conservation	No Objection	Noted
LBH Highways	<p>Comments received 08.03.2017: Due to the cumulative effects of this proposal and the previous prior approvals, we would require a travel plan. I believe that the same applicant is involved in all of the residential proposals.</p> <p>This appears to be a car free proposal, therefore the requirements of DM42 must be demonstrated;</p> <ul style="list-style-type: none"> a. there is sufficient public transport capacity to serve the trip demand generated by the development; b. there would be adequate safeguards against parking on the surrounding highway network and in public car parks; and c. the needs of blue badge holders would be met. <p>Looking at this proposal on its own, it is unlikely to generate much traffic of any type however it would appear that no information has been provided to assess the likely transport or highways impact. In any case, the location is in a very good public transport access area with many opportunities for sustainable travel.</p> <p>A minimum of 13 sheltered, secure and accessible cycle parking spaces are required.</p> <p>The arrangements for waste collection need to be considered by the waste team, however it is necessary to note that the existing layout for Canning Road is expected to change and may not facilitate loading using the current arrangements. Proposals for highways alterations for this area are awaiting approval at present. Considering the existing layout and proposals, the suggestions of waste bins being left on the footway on collection days would result in limited footway space being available due to the presence of the</p>	<p>The comments are noted. It is recommended that a legal agreement be secured to ensure that residents from the development would not be entitled to have resident parking permits.</p>

	<p>cycle track and street furniture.</p> <p>Comments received 23.03.2017: In respect of both the applications P/0120/17 and P/0251/17. The principle of the overall development is acceptable in highways terms. The location is in a town centre location with a 5/6a PTAL rating, providing access to a variety of transport options. We would seek a permit restriction for the whole of the residential element to support the car free intentions. The waste collection arrangements from Gladstone Way are fine. The level of disabled parking is low considering the number of flats proposed overall and the position of the bay is not ideal wedged in between the bike stands. It is reasonable to expect that disabled people would live in this development as it is accessible, therefore a minimum of two spaces would be better. The pedestrian access to the disabled parking also needs to be considered further; is it not possible to provide a more direct route than walking through the yard and around the side of the building?</p> <p>Comments received 07.04.2017: I confirm that two disabled persons parking spaces are required. The revised layout is acceptable in Highways terms. It is noted in the swept path drawing that the refuse truck is shown close to the wall of Premier House, however we would expect the vehicle to overrun the boundary of the disabled bay if needed when taking into consideration the constraints of the site. Whilst we would not normally consider this acceptable, we would anticipate a low frequency of a vehicle of this size visiting the site.</p>	
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LBH Travel Planner	<p>Due to high development in the area, a Travel Plan Statement is required, the level of development and impact of traffic in the local area should be taken into consideration.</p> <p>The TfL guidance on Travel Plan Statements is as follows: <i>Smaller developments that fall below the strategic-level full travel plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units, should submit a travel plan statement.</i></p> <p><i>It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation. The level of information required should be agreed with the local council's planning officer at the earliest opportunity.</i></p> <p>Therefore we will not require specific targets but rather a clear direction as to what the TPS is trying to achieve. As a Travel Plan Statement has been requested, securing via a planning condition rather than a 106 will be more appropriate.</p>	Further comments are awaited in relation to the travel plan. Any additional comments will be reported via the committee addendum.
LBH Drainage	<p>The proposed development is within EA Flood Zone 2 & 3 according to Environment Agency Flood Maps and also in Flood Zone 3a according to our Flood Maps. I can confirm that the Emergency Planning Information provided in the Flood Risk Assessment submitted by the applicant is satisfactory.</p> <p><u>Drainage Requirement:</u> The applicant should contact TW Developer Services for <u>consent</u> to discharge additional foul water from the proposed development into the public sewers. More information on this can be found on Thames Water website www.developerservices.co.uk. Also, please advise the applicant that</p>	Noted. An informative is recommended to inform the applicant of the drainage requirement.

	<p>we have a separate drainage system in Harrow where the drainage connections are separated. Surface water should be connected to surface water sewer and foul water should be connected to foul sewer only.</p>	
<p>LBH Environmental Health</p>	<p>I have looked at the noise report. If the additional storey is constructed in accordance with the specifications outlined in the report, the internal noise levels will be of a satisfactory standard.</p> <p>However, this means the windows need to be kept permanently closed to maintain this noise insulation, with ventilation by trickle vents. Such ventilation will not be suitable for all circumstances, such as purge ventilation and for thermal comfort, so in view of the prevailing noise levels I recommend that suitable acoustic mechanical ventilation should also be provided.</p>	<p>Noted. A condition is recommended for details of mechanical ventilation to be submitted prior to the occupation of any of the units.</p>
<p>LBH Biodiversity Officer</p>	<p>We require an external lighting plan is submitted before determination if there is to be any additional external lighting planned, this is because a number of vertebrate and invertebrate groups are adversely affected by excessive lighting of outdoor areas. Policy DM 20 – Points A, B, C & The Wildlife & Countryside Act 1981.</p> <p>Any planting scheme should not contain non-native plants that could become invasive, such as Laurel, bamboo, Cotoneaster and Rhododendron. Policy DM 20 – point C</p> <p>Clearance of potential nesting bird habitat (i.e. removal of trees, hedging, dense shrubs and dismantling / demolition of any building) should ideally be undertaken outside the breeding bird season, i.e. should be undertaken in the period September to</p>	<p>Noted. Conditions are recommended for ecological enhancements.</p>

	<p>February inclusive. Should it prove necessary to clear nesting bird habitat during the bird nesting season, then a pre-works check for nesting birds should be undertaken, by a CIEEM ecologist (with 24 hours of any works). If any active nests are found, activities (e.g. tree felling / vegetation clearance / building dismantling / demolition) should cease and an appropriate buffer zone should be established. This buffer zone should be left intact until it has been confirmed that the young have fledged and the nest is no longer in use. Policy DM 20 – Point A & The Wildlife & Countryside Act 1981.</p> <p>We require the plans before determination to include nesting opportunities for birds such as swifts, sparrows and starlings. These enhancements should be integrated into the buildings structure, as a long term resource to local bird populations. Policy DM 21 – Point A</p> <p>We will need to see further design details of the proposed green roof before determination can be reached. This design aspect of the development will help alleviate urban island heat effect as well as being a wildlife resource. Policy DM 21 – Point A</p>	
LBH Urban Design	Awaiting comments	Comments to be reported via the committee addendum
LBH Policy	No objections in principle. DM 40 is supportive of mixed use development in Town Centres and reflected in AAP policy AAP13. Policy AAP6 is relevant regarding building heights but the sub area text for Wealdstone Central envisages building heights of between 3-6 storey for new build. As this is an additional upward storey to an existing 5 storey	Noted.

	building this is within limits and impacts on the protected views from Harrow on the Hill appear to be minimal.	
LBH Waste Officer	<p>Comments received 21.03.2017:</p> <p>Currently collection from the rear of Premier House is no issue, there is already a bin store area which currently contains 8 bulk bins. They will need additional waste provision on the number of flats now proposed.</p> <p>Awaiting additional comments on the revised service and parking plan.</p>	Any additional comments will be reported via the committee addendum.
Environment Agency	The submitted Flood Risk Assessment (FRA) fails to identify the correct climate change allowances suitable for this development, and therefore also fails to calculate the correct flood extents. However, in the absence of modelled data for the Wealdstone Brook, and the elevation of residential developments on the 5 th floor, it is deemed acceptable in this instance to forego and intermediate approach to assessing the impacts of climate change, especially given the previous history of exceptions on the site. We therefore have no objections to the proposed development on flood risk grounds.	Noted.
Ministry of Defence	<p>The proposed development occupies the statutory bird strike safeguarding zone and we have concerns with regards to the implementation of the green roof for the new fifth floor.</p> <p>The green roof has the potential to attract and support nesting and hazardous birds such as gulls and other bird species. Therefore the MOD has concerns that this has the potential to increase bird strike risk to aircraft safety.</p> <p>In summary, the MOD has no</p>	This is noted and a condition is recommended in accordance with the comments of the MOD.

	<p>objection to the proposal subject to a conditional requirement being included in any planning permission granted; obligating the applicant to submit a bird management plan to ensure the long term management of the site to be approved by Harrow Council (in conjunction with the MOD) to take into account the appropriate aerodrome safeguarding requirements. A long term agreement should be established to make provision for the following:</p> <ul style="list-style-type: none"> • Site managers to monitor the number of birds on the site. • Undertake bird control (using appropriate licenced means) to address any populations of gulls (or other bird species) occupying the green roof considered to be hazardous to air traffic using RAF Northolt Aerodrome to disperse them. • Prevent gulls and other bird species from successfully breeding at the site. • Ensure the roof is accessible for personnel engaged in bird control activities. <p>Subject to the above design requirements being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.</p>	
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5.0 **POLICIES**

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

‘If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.’

5.2 The Government has issued the National Planning Policy Framework [NPPF] which consolidates national planning policy and is a material consideration in the determination of this application.

- 5.3 In this instance, the Development Plan comprises The London Plan 2016 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP].
- 5.4 A full list of all the policies used in the consideration of this application is provided as Informative 1 in Appendix 1 of this report.

6.0 ASSESSMENT

- 6.1 The main issues are;

Principle of the Development
Regeneration
Character and Appearance of the Area and setting of Locally Listed Building
Residential Amenity
Accessibility
Traffic and Parking
Development and Flood Risk
Biodiversity and Sustainability

6.2 Principle of Development

- 6.2.1 The National Planning Policy Framework outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. It emphasises that paragraphs 18 to 219 of the NPPF should be taken as a whole in defining what amounts to sustainable development. Economic, social and environmental considerations form the three dimensions of sustainable development. With regard to the social role of the planning system, this is in supporting strong, vibrant and healthy communities by creating a high quality build environment that reflect the community needs and support its health, social and cultural wellbeing. In order to achieve sustainable development, economic, social and environmental gains should be sought jointly.
- 6.2.2 The London Plan identifies Harrow and Wealdstone as an Opportunity Area offering significant opportunity for urban renewal and intensification. Along with capacity for employment intensification such as retail, office and hotel accommodation as well as industrial and other business uses, the plan also identifies the area has scope to accommodate a substantial portion of the Borough's housing demand through delivery of higher density residential and mixed use development.
- 6.2.3 In recognition that population growth in London is likely to be significantly above that which was anticipated in the original 2011 version of the Plan, and informed by new evidence, the 2016 London Plan adopts an annual London-wide housing target for the new plan period 2016-2026 of 42,389 p.a. (up from

32,210 p.a. for the period 2011-2021) of which Harrow's annual target for the new plan period is 593 p.a. (up from 350 p.a. for the period 2011-2021). The targets contained within the 2016 London Plan fail to reconcile a potentially significant gap between household growth projections and the identified availability of land for new housing, meaning that the targets continue to be expressed as minima. There must be, therefore, a renewed emphasis on all boroughs meeting and exceeding their housing targets.

- 6.2.4 The entire Heart of Harrow Opportunity Area is designated as a Housing Zone, which will help unlock the potential to deliver more than 5,000 new homes over the next ten years. Housing Zones are designed to work flexibly depending on the local circumstances. However, all new developments would need to be built to high quality standards and in compliance with all relevant policies contained within the development plan, including conformity to the London Housing Design Guide. The Heart of Harrow Housing zone incorporates Harrow and Wealdstone town centres and reflects the spatial strategy to regenerate these centres.
- 6.2.5 Harrow's spatial strategy for the plan period 2009-2026 is set-out in the Core Strategy (2012) and is predicated on a new, pro-active approach to growth management and place-making. The strategy focuses on the [now] opportunity area designation of central Harrow and Wealdstone to deliver growth through higher-density residential and mixed-use development, it being a location with high levels of public transport accessibility and where there is capacity to accommodate and benefit from major change.
- 6.2.6 The Core Strategy identifies mixed use redevelopment (paragraph 4.26); redevelopment of brownfield sites as well as conversions (paragraph 4.14) within the town centre will be promoted. Housing-led regeneration will support physical renewal of the High Street and enhance links with wider business and industrial capacity (paragraph 5.10).
- 6.2.7 The Harrow and Wealdstone Area Action Plan (AAP) (2013) seeks to establish the opportunity area as the 'Heart of Harrow', reassert Harrow's visibility as the capital of Metro-land in London and to reaffirm Harrow town centre's role as a Metropolitan Centre. As required by the Core Strategy, the AAP identifies and allocates sites with a combined capacity of 3,684 new homes and estimates that there is potential to deliver over 3,000 jobs across the opportunity area. These targets are reflected in the Harrow Core Strategy (2012) and the Harrow & Wealdstone Area Action Plan (2013) which seeks, within the 'Wealdstone Central' zone of the opportunity area, outputs of 190 jobs and 195 dwellings.
- 6.2.8 Policy DM 40 of the Harrow Development Management Policies Local Plan states that "*Proposals for mixed use development in town centres will be supported. The appropriate mix of uses will be considered having regard to:*
- a: the role and function of the centre*
 - b: the need to make efficient and effective use of previously developed land.*
 - c: the need to re-provide certain uses on the site in accordance with other policies;*
 - d: the compatibility of the uses proposed; and*

e: any other planning objectives considered to be a priority for the area”.

- 6.2.9 The development is located within the Wealdstone Central sub area. The AAP envisages buildings heights of between 3 and 6 storeys in this locality. As such, the proposed building height is considered to be acceptable in principle subject to further consideration of other policy requirements.
- 6.2.10 Having regard to the London Plan, the Harrow Core Strategy and AAP, it is considered that the proposal would provide an increase in smaller housing stock and would make efficient use of previously developed land within the borough, thereby complying with the housing growth objectives and policies of the development plan for Harrow. The site is ideally located to make the most of sustainable transport networks with the adjacent Harrow and Wealdstone rail station and cycle routes adjacent to the site. The proposal effectively makes the building mixed use by situating residential over existing commercial units. The current use of the 4th floor as office space is considered to be compatible with the residential proposal. Notably, the existing first floor is in use as banqueting facility which could generate noise levels beyond the background noise levels expected within a town centre environment. However, given the separation distance between the floors, this is considered to be acceptable in principle, subject to the noise levels being within reasonable limits. This is discussed in more detail in the residential amenity section of the appraisal below. The modest additional intensification of the building will contribute to the increased vibrancy and vitality of the area, the regeneration and renewal of the district shopping centre and is thereby considered to be acceptable in principle.

6.3 Regeneration

- 6.3.1 The London Borough of Harrow published a Regeneration Strategy for 2015 – 2026. The objective of this document is to deliver three core objectives over the plans life, which include;
- Place; Providing the homes, schools and infrastructure needed to meet the demands of out growing population and business base, with high quality town and district centres that attract business investment and foster community engagement;
 - Communities; Creating new jobs, breaking down barriers to employment, tackling overcrowding and fuel poverty in our homes and working alongside other services to address health and welfare issues;
 - Business; Reinforcing our commercial centres, promoting Harrow as an investment location, addressing skills shortages, and supporting new business start-ups, developing local supply chains through procurement.
- 6.3.2 Whilst it is acknowledged that the proposed development would not address all of the aspects noted in the above bullet points, it would achieve the overall aspiration of regeneration of the borough by helping to meet the demands of a growing population. The proposal would make a modest contribution to the delivery of some 5,500 new by 2026 in the Heart of Harrow and would contribute towards additional vitality within the town centre as a result of the boost in residential population. The proposal would also add to the high quality

residential housing stock within the borough and through the design would make a positive contribution to the quality of the local built environment.

6.4 Character and Appearance of the Area and the Setting of the Locally Listed Building

- 6.4.1 The National Planning Policy Framework emphasises that in the pursuit of sustainable development, proposals which would replace poor design with better design and would provide positive improvements in the quality of the built environment should be encouraged (Paragraph 9). The NPPF makes it very clear that good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making better places for people.
- 6.4.2 The London Plan (2016) policies 7.4B and 7.6B set out the design principles that all boroughs should seek to ensure for all development proposals. The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. The London Plan (2016) policy 7.6B states, inter alia, that all development proposals should; be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion composition, scale and orientation.
- 6.4.3 Core Policy CS(B) states that 'All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design.' Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) reinforces the principles set out under The London Plan (2016) policies 7.4B and 7.6B and seeks a high standard of design and layout in all development proposals. It goes on to state, amongst other things, that developments should contribute to the creation of a positive identity through the quality of building layout and design, should be designed to complement their surroundings and should have a satisfactory relationship with adjoining buildings and spaces.
- 6.4.4 Paragraph 131 of the NPPF states 'local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 137 further states that 'local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 6.4.5 The London Plan policy 7.8 D states 'Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to

their form, scale, materials architectural detail' and Harrow Core Strategy policy CS1 part D which states 'Proposals would harm the significance of heritage assets including their setting will be resisted. The enhancement of heritage assets will be supported and encouraged'. Policy DM7 of the Development Management Policies Local Plan states the impact of proposals affecting heritage assets will be assessed having regard to relevant issues of design, appearance and character, including proportion, scale, height, massing, historic fabric, use, features, location, relationship with adjacent assets, setting, layout, plan form. When considering proposals affecting listed buildings and their setting, the Policy DM7(E) states that the Council will pay special attention to the building's character and any features of special architectural historic interest which it possesses, and the role of the building's setting in these regards.

- 6.4.6 The application site sites within a varied urban context where buildings of varying scale and massing are juxtaposed. Premier House is one of the tallest buildings in the surrounding area. Generally building heights range from two to six storeys. Although it is acknowledged that those buildings immediately adjacent to the site are predominantly three storeys in height.
- 6.4.7 Local Plan Policy AAP 6 (Development Height) outlines that for development proposals outside of opportunity sites to be of “a scale consistent with the sites surroundings, including nearby sites, having regard to achieve a high standard of development in accordance with policy AAP 4, the context of the site, and the delivery of AAP objectives”. The proposed building would have an overall maximum height of 23.6 metres (as scaled from the submitted west elevation). As such, it would fall below the Area Action Plan definition³ of a tall building; nevertheless, as one that would be at least two or three storeys higher than surrounding building heights it would fall within the definition of a “taller building”. Policy AAP 6 C requires proposals for taller buildings to be justified in community benefit and urban design terms and to:
- a) be of a high standard of architectural quality and design;
 - b) protect views and heritage (see below);
 - c) be sensitive to the street environment;
 - d) provide articulation of the prevailing parapet height of adjacent buildings;
 - e) and avoid a canyon effect.
- 6.4.6 Further design guidance on the various sub areas is provided in chapter 5 of the AAP. As discussed above, the AAP guidance for the Harrow and Wealdstone central sub area considers building heights of between 3 to 6 storeys to be appropriate.
- 6.4.7 It should be noted that the AAP was adopted prior to the area becoming an Opportunity Area and Housing Zone. The London Plan states that ‘Opportunity Area are the capital’s major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvement to public transport accessibility’ (par 2.58). This new designation offers significant opportunity for urban renewal and regeneration to provide a stimulus to regenerate Wealdstone and rejuvenate

Harrow town centre. Furthermore, the housing zone target of 5,000 new homes is almost double the number of homes envisaged in the AAP.

- 6.4.8 The proposed additional floor would have an L shaped form and would sit discretely on top of the existing large scale building, set back from the parapet line. The proposed rooftop extension would have a modest height and it would be constructed using modern building material. The proposal would result in the removal of existing communication antennae and plant rooms and a green roof would be introduced with a modest lift overrun projection above the parapet. Notably, the height of the new extension would be lower than the existing plant rooms. Given the set back of the floor and the modest additional overall scale proposed, it is not considered the proposal would result in a Canyon effect.
- 6.4.9 The proposed light zinc tone will be combined with blue/grey colour together with high quality curtain glazing. It is considered that the proposed contemporary exterior materials would help the building blend into the skyline. It is also considered that the proposed materials would give the form a varied form and appearance compared to the existing brick built floors below and would add visual interest in the Wealdstone Skyline. The applicants have outlined that the materials have been chosen as they are resistant and resilient to weathering effects and the levels of maintenance required would be minimal.
- 6.4.10 The site is within the 'wider setting consultation area' of a locally protected view: View 2 Roxborough Road Bridge (towards Harrow Weald Ridge). Local Plan Policy DM 3 B requires development in the 'wider setting consultation area' of a protected view to form an attractive element in its own right and to preserve or enhance the viewers' ability to recognise and appreciate the landmark. Other relevant requirements with regards to impact upon locally protected views are set out at parts C, D and E of the policy. Area Action Plan
- 6.4.11 The application is accompanied by an assessment (using Accurate Visual Representation), in accordance with the Mayor of London's *London View Management Framework SPG* to demonstrate the impact of the proposal upon the locally protected view. The report demonstrates that the site is screened from view by other buildings in the foreground. In addition, the Local Plan requires that 'no new structures should be permitted which would breach the current skyline. The proposal falls well below this limit and as outlined would not be visible from this viewpoint. As such, officers consider that there would be no impact on the locally protected view and the proposal would be acceptable in this regard.
- 6.4.12 The nearby Lloyds Bank (36 High Street) and Holy Trinity Church buildings are included in Harrow's list of buildings of local architectural and/or historic interest. The application has been referred to the Council Conservation officer who has raised no objection to the proposal. Having regard to the modest additional height proposed, the set back of the additional floor from the main building facades and the subtle materials proposed, officers consider that the proposal would preserve the setting of the adjacent heritage assets.

6.4.13 Although the building would be taller than the surrounding neighbouring buildings, the proposed six storey height would be consistent with what was envisaged in the AAP central sub area. Further regard is also given to the consideration of other material planning considerations including the area's designation as a Housing Zone and Opportunity Area. Taking account of these factors and the high quality design proposed, it is considered that the additional height and modest intensification of the building is acceptable in this location. The proposal is considered to be sensitive to the surrounding street environment as a result of the siting of the additional floor set back from the existing building facades and the proposed lighter materials which will help ensure the building blends in with the Wealdstone skyline. The style of architecture would be clean, simple and light and the proposed varied urban response is considered to be appropriate and would contribute to the quality of regeneration in this part of Harrow. The minor changes to the entrance on Canning Road would have an acceptable impact on the street scene. Overall, the proposal is considered to be acceptable with regard to character and appearance and would comply with the policies outlined above.

6.5 Residential Amenity

6.5.1 Policy 7.6 of The London Plan (2016) states that 'Buildings and structures should not cause unacceptable harm to the amenity of the surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate'. Policy DM 1 of the Harrow Development Management Policies Local Plan (2013) requires that: 'All development and change of use proposals must achieve a high standard of privacy and amenity of neighbouring occupiers'. The assessment of the design and layout of proposals will have regard to: "the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers".

Amenity of Neighbouring Occupiers

6.5.1 Due to the set back of the elevations and the wrap around decked timber balconies from the main building facades, officers consider that the proposal would not increase overlooking of the surrounding buildings. Furthermore, regard is had to the siting of the proposal within the Wealdstone District Centre where reasonable expectations about privacy may be different to more suburban settings and where, consistent with the area's opportunity designation, it is desirable to encourage effective use of developed land. In these circumstances, there is no objection to the proposal in terms of privacy. In addition, the proposal is not considered to result in any unreasonable impacts in terms of daylight and sunlight impacts on the surrounding neighbouring buildings because of its significant set in from the main building elevations and modest height. It is also considered that the character of amenity spaces and internal daylight levels within higher density/ town centre areas can differ to those expected in more traditional residential suburban environments. In view of these factors, officers consider that there would be no unreasonable amenity impacts in terms of daylight and sunlight.

6.5.2 The layout of the proposal should be designed to achieve a consistent vertical stacking of noise sensitive rooms between the proposed development and any converted flats in the floor below as required by paragraph 4.55 of the Residential Design Guide (2010). This is to ensure that, in addition to the requirements of the Building Regulations, the optimum acoustic privacy and amenity is secured for occupiers of any flats below (and for future occupiers of the proposed development). Currently the floor below has an authorised use as offices. As such, there would be no stacking issues from the building uses in its current form. However, it is noted that an application was recently submitted to convert the 4th floor space to residential under a prior approval application (Ref: P/0251/17). Although this application was refused, should this space be converted to residential accommodation in the future, it would be important to ensure that there would be no unreasonable noise transmission between the floors. The subject application is accompanied by an acoustic report which outlines that the new top floor would be acoustically isolated from the units below by a void preventing noise and vibration transmission between each other. Having regard to this and the additional technical requirements of Building Regulations, it is considered that the proposal would not result in any stacking issues.

Amenity of Future Occupiers

- 6.5.3 London Plan Policy 3.5 Quality of Design and Housing Developments sets out several criteria for achieving good quality residential development. The policy aims to ensure that developments enhance the quality of local places and create homes that reflect the minimum space standards and are fit for purposes in other respects. The policy also provides a commitment that the Mayor will issue guidance on implementation of the policy, and this commitment is fulfilled by the publication of the Mayor's Housing SPG (2016). The SPG sets out detailed guidance on a range of matters relating to residential quality, incorporating the Secured by Design principles, and these form the basis for the assessment below.
- 6.5.4 Core Strategy Policy CS1 K requires a high standard of design and layout across all tenures within a development and consistent with the London Plan and its associated SPG. Local Plan Policy AAP 4 *Achieving a High Standard of Development throughout the Heart of Harrow* requires new homes within the heart of Harrow to achieve a high standard of residential quality, whilst Policy AAP 13 *Housing within the Heart of Harrow* sets out a range of criteria to ensure that mixed, sustainable communities are created. Policy DM 1 *Achieving a High Standard of Development* requires all development to achieve a high standard of privacy and amenity, and sets out a range of criteria for the consideration of the same. The Council's Residential Design Guide supplementary planning document is also relevant.
- 6.5.5 Policy 3.5 of the London Plan gives effect to the national minimum space and other technical standards for new homes. Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit

GIA's as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD. This is supported by policy AAP13 of the AAP.

6.5.6 The following table provides an assessment of the proposed layout, relative to the relevant minimum dwelling size and storage space requirements.

Apartment	Beds/ Persons	Min GIA (m ²)		Built-in Storage (m ²)	
		Required	Provided	Required	Provided
1	1b2p	50	51.6	1.5	1.5
2	2b4p	70	72.5	2	2.4
3	1b1p	37	37.5	1	1
4	2b4p	70	73.5	2	3
5	1b1p	37	38	1	1
6	3b6p	95	96.2	2.5	3.5
7	1b2p	50	50	1.5	1.6
8	1b1p	37	37.5	1	1.75
9	2b4p	70	74.1	2	3

6.5.7 The proposed development conforms to the minimum space standards set out in the London Plan and the adopted Residential Design Guide SPD. The development would also achieve the minimum floor to ceiling height of 2.5 metres as required by the Housing SPG as demonstrated by the submitted section.

6.5.8 The SPG seeks to avoid single aspect dwellings where: the dwelling is north facing (defined as being within 45 degrees of north); the dwelling would be exposed to harmful levels of external noise; or the dwelling would contain three or more bedrooms. The definition of a dual aspect dwelling is one with openable windows on two external walls, which may be opposite (i.e. front & back) or around a corner (i.e. front and side) and the SPG calls for developments to maximise the provision of dual aspect dwellings.

6.5.9 Apartments 1, 4, 6, 8 and 9 would be dual aspect. Apartments 2, 3 and 5 would be single aspect would be face south and west and apartment 7 would face east and would therefore still be expected to receive reasonable good levels of natural daylight. Furthermore, the flats would all have access to their own balcony which would increase levels of outlook for future occupiers. It is considered that the single aspect flats within the development would be off-set to some extent by the good internal layout and circulation for each of the units. As such, this aspect of the development is considered to be acceptable.

6.5.10 Policy DM1 of the DMP seeks to *inter alia* ensure that development proposals provide an appropriate form of useable outdoor space. This is further reinforced under paragraph 4.64 of the SPD requires that residential development should provide appropriate amenity space. In case of town centre locations, alternative forms of outdoor amenity such as balconies should be explored.

6.5.11 The SPG seeks a minimum of 5 square metres private outdoor space for 1 & 2 person dwellings, increasing by 1 square metre for each additional occupant. A

minimum depth and width of 1.5 metres is sought for all balconies and other private open spaces. Each of the flats will either have access to a private balcony and all units will either meet or exceed these requirements.

6.5.12 The SPG sets out the following guidelines (as relevant to the proposed development) for shared circulation space:

- Each core should be accessible to generally no more than eight units on each floor.
- An access core serving 4 or more dwellings should provide an access control system with entry phones in all dwellings linked to a main front door with electronic lock release. Unless a 24 hour concierge is provided, additional security measures including audio-visual verification to the access control system should be provided where more than 25 dwellings are served by one core or the potential occupancy of the dwellings served by one core exceeds 100 bed spaces or more than 8 dwellings are provided by floor.
- Where dwellings are accessed via an internal corridor, the corridor should receive natural light and adequate ventilation where possible.
- All dwellings entered at the seventh floor (eighth storey) and above should be served by at least two lifts.
- It is desirable that every wheelchair user dwelling is served by more than one lift.

6.5.13 The proposed fifth floor would have two cores and a total of nine flats and is therefore considered to be acceptable in this regard. Due to the nature of the proposed layout of the flats which would sit on either side of a central corridor, the corridor would not be served by windows and would need to have some lighting provided. Whilst this is not considered to be ideal, it is considered that this element of the proposal is mitigated by the good quality of external amenity space and natural ventilation that each of the flats would receive. With regard to security the applicant has outlined within their Design and Access Statement that the existing access point from Canning Road will be upgraded as part of the scheme with good lighting and a secure vestibule arrangement for the residents to gain secure entry into the building. Key card entry will be provided and would enable access to monitored and restricted. It is also proposed that lifts will be augmented to offer key card only access to the residential floor. On balance the proposal is considered to be acceptable with regards to the requirements on shared circulation space.

Noise Impact

6.5.14 The NPPF (2012) outlines at paragraph 123: *“Planning policies and decisions should aim to: “Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from a new development, including through the use of conditions”*

6.5.15 Policy DM1 of the DMP, states under sub-section D (h) that when assessing privacy and amenity it will have regard to the impact of proposed use and

activity upon noise, including hours of operation, vibration, dust, air quality and light pollution. This is further supported under The London Plan policy 7.15B.

- 6.5.16 Paragraph 4.55 of the Residential Design Guide SPD specifies that ‘the vertical stacking of rooms between flats should ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. Where possible, the horizontal arrangement of rooms between flats in a block should also avoid bedrooms adjoining neighbouring living rooms, kitchens and bathrooms, as well as communal areas such as halls and stairs’.
- 6.5.17 Generally, it is considered that the proposal secures good horizontal arrangement with a few minor exceptions. However, it is considered a refusal on some limited overlaps would not be justified in this instance when weighed in balance against other policy plan requirements and having regard to the technical requirements of Building Regulations. The subject building is located within a busy town centre environment and as noted elsewhere in this report the first floor is occupied by a banqueting suite. The application is accompanied by a noise report which details the result of a series of noise measurements within the vicinity of the site. In response to the results, the report proposes good quality double glazing fitted with trickle vents and exterior cladding over 18mm cement bonded particle board with a 100mm cavity partially filled with low density wool and finished internally with two layers of sound block. The report outlines that the mitigation measures described would be sufficient to protect the proposed residential properties from external noise intrusion, and to achieve internal noise conditions for the future occupiers which would be commensurate to all current standards. The report also sets out two options floor upgrades to protect the future residents of the roof extension from structure borne noise emissions from the banqueting hall at ground floor level. Both suggested options have been designed to achieve at least the minimum acoustic performance requirements of Approved Document E of the Building Regulation 2010.
- 6.5.18 The Noise report has been referred to the Council Environmental Health Department who have advised that if the additional storey is constructed in accordance with the specifications outlined in the report, the internal noise levels will be of a satisfactory standard. However, this means the windows need to be kept permanently closed to maintain this noise insulation, with ventilation by trickle vents. Such ventilation will not be suitable for all circumstances, such as purge ventilation and for thermal comfort, so in view of the prevailing noise levels a condition is recommended that suitable acoustic mechanical ventilation should also be provided and to ensure the implementation of noise protection measures from the banqueting suite.
- 6.5.19 The locational advantages of the site that make it attractive to potential future occupiers inherently mean that it is a noisier environment to live in than more traditional, suburban residential areas. Overall, officers consider that the impact of the external noise environment upon the residential units could be mitigated, subject to the above conditions.

Refuse and Recycling

- 6.5.20 Policy DM45 of the Harrow DMPLP (2013) states that: “All proposals will be required to make on-site provisions for general waste, the separation of recyclable materials and the collection of organic material for composting. The on-site provisions must:
- a. provide satisfactory storage volume to meet the general recycling and organic waste material arising from the site;
 - b. ensure satisfactory access for collectors and, where relevant, collection vehicles; and
 - c. be located and screened to avoid nuisance to occupiers and adverse visual impact.
- 6.5.21 To ensure that the proposed development does not exacerbate problems created by any existing and future prior approval flats the applicant has submitted an updated waste strategy during the course of the application in order to address the refuse and recycling arrangements of all the potential forthcoming flats within the building.
- 6.5.22 Waste storage is proposed in the rear external courtyard. As part of the existing commercial operations and other proposals on the site, the area will be significantly expanded to accommodate waste storage for all the development on site. The proposed shared residential refuse store will accommodate sufficient bins for a total of 63 apartments, 9 of which form this application. A total of eight 1280 litre recycling bins and eight 1100 litre residential bins would be provided. There is also an option to accommodate one 240 litre lockable clinical waste bin and one optional 240 litre food waste bin. The siting of refuse store would allow for easy access for waste collection vehicles and the overall capacity provided would be within the requirements of Harrow Council’s *Code of Practice for the Storage and Collection of Refuse and materials for Recycling in Domestic Properties*. Refuse vehicles would access the site from Gladstone way and vehicle tracking diagrams have been provided which demonstrate that the vehicles could access the service yard for collection.
- 6.5.23 The re-development proposals will accommodate an area of approximately 20m² for commercial waste and recycling storage within the service yard separate to the residential which remains unchanged from the existing situation. There is no statutory collection authority for commercial and industrial waste and it is anticipated that waste and recycling will be collected from the property on a frequent basis.
- 6.5.24 The application has been referred to the waste department who have outlined that there is no objection to the principle of collection from Gladstone Way. However, at the time of writing this report further comments are awaited from the waste department in respect of the additional detailed waste strategy provided. Any additional comments on this will be reported via the committee addendum.

6.6 Accessibility

6.6.1 The London Plan (2016) requires all new development in London to achieve the highest standards of accessibility and inclusive design as outlined under policy 7.2. Policy DM 2 of the Harrow Development Management Policies Local Plan (2013) seeks to ensure that buildings and public spaces are readily accessible to all. Policy 3.8 B of the London Plan (2016) requires 90% of new homes to meet Building Regulation requirement M4(2) (accessible and adaptable dwellings) and 10% to meet Building Regulation requirement M4(3) (wheelchair user dwellings).

6.6.2 Access to the building is currently via Canning Road with a stepped entranceway and glazed doorway. The adjacent office entrance affords a gentle ramp onto this platform, but is segregated by a dividing metal balustrade. As part of the application is proposed to upgrade the entranceway which will allow level access into the building. The Design and Access statement submitted outlines that corridors and entrance ways will be sized to allow for ease of movement for wheelchairs and entrance doorways will be well lit and easily identifiable for visually impaired users. However no specific details have been provided by the applicant on this issue and how the flats will meet the standards required by Part M of the Building Regulations. As such further details have been requested from the applicant in this regard and this information will be reported via the committee addendum.

6.6.3 The applicant proposes two disabled parking spaces in the rear service yard which could be utilised by the proposed development and taking account of the potential for further residential conversion of the building outlined by the applicant, this provision is considered to be adequate in terms of the potential number of units that could be accommodated on the site.

6.7 Traffic and Parking

6.7.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

6.7.2 Policies 6.3, 6.9, 6.10 and 6.13 of The London Plan (2016) seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel and ensure that development proposals will not adversely impact on the transport capacity and the transport network, at both corridor and local level. This is further emphasised by core policy CS1R of the Harrow Core strategy (2012). Policy AAP 19 of the AAP seeks to limit on-site car parking and development proposals to support the use of sustainable modes of transport, in particular in areas that have a high level of public transport accessibility. Policy DM 42 of the Harrow Development Management Local Plan outlines the council's parking standards and cycle parking standards.

- 6.7.3 The site has a public transport accessibility level (PTAL) of 6, indicating that the availability of public transport services in the area is very good. Premier House is located within a Controlled Parking Zone which operates Mon to Friday 10am to 11 am and 2pm to 3pm.
- 6.7.4 Given the potential cumulative impact of the proposed flats and those potentially the subject of Prior Approval applications, the application is accompanied by a Transport Statement. No car parking is proposed as part of the development with the exception of two blue badge holders spaces.
- 6.7.5 As discussed elsewhere there is potential for the building to accommodate up to 63 residential units as a result of the current application, an approved planning application for nine residential units on the second floor (P/2542/14) and potentially the conversion of the third and fourth floors to 45 units. Although, there is no approval in place either by planning application or prior approval for the third and fourth floor to residential accommodation, the applicant has communicated it is their intention to pursue this. Consequently, the submitted Transport Statement takes account of the potential cumulative impact of all the development within the building.
- 6.7.6 The submitted Transport Statement provide trip generation data for the potential residential capacity of the building and notes that the conversion of B1 office use to 59 residential units (45 + 9) is likely to result in a small increase in vehicle trips of 5 vehicles in the AM peak hour and a reduction of 2 vehicle trips in the PM peak hours. However, it is outlined that due to the high public transport accessibility of the site and no car parking provision, the number of vehicle trips is expected to be lower than the vehicle estimate. This would be further enforced by the location of the site adjacent to the high Street in a primary shopping area where there is restricted parking on the local road network. The conversion would also result in a decrease of 11 public transport trips in the AM peak hour and 22 in the PM peak hour.
- 6.7.7 Overall, the report finds that based on the predicted trips by all modes when taking account of the approved 9 units on the second floor, a further potential prior approval application for 45 units and the current proposal, that the proposals are not expected to create any adverse impacts on the surrounding highway network, public transport, walking or cycling networks.
- 6.7.8 Cycle parking provision is a requirement of London Plan Policy 6.9 B and Area Action Plan Policy AAP 19 H. Table 6.3 of the London Plan contains the relevant requirement for residential: 1 space per studios/one-bedroom dwelling and 2 spaces per other dwellings. There will be 72 secured cycle spaces located in the courtyard at the rear of the site including two short stay visitor cycle parking spaces. 13 cycle parking spaces would be provided for this proposal. The provision of cycle parking spaces would be in line with The London Plan and policy DM 42 of the Local Plan (2013).
- 6.7.9 Refuse collection will be from the courtyard at the rear of the site accessed via Gladstone Way. The refuse collection and refuse swept details together with

the location of disabled parking spaces provided are considered to be acceptable by the Council's Highway Authority.

- 6.7.10 Having considered the transport and highways implications of the proposal, no objection was raised by the Council's highway officers, subject to the submission of a travel plan to encourage modal shift away from car usage and subject to the occupiers of the development being restricted from eligibility for resident on street parking permits in line with the requirements of Area Action Plan Policy AAP 18 B. At the time of writing this report initial proposals are awaited in respect of the Travel Plan and an update on this will be reported via the committee addendum. With regards to the parking restriction, it is recommended that this is secured through a section 106 agreement. Subject to this and additional information being provided in respect of a travel plan, for the reasons outlined above the transport impacts of the proposal are considered to be acceptable, having regard to the aims and objectives of above stated policies.

6.8 Development and Flood Risk

- 6.8.1 The NPPF (2012) emphasises that... *"inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk, but where development is necessary, making it safe without increasing flood risk elsewhere and local plans should apply a sequential risk based approach to the location of development to avoid flood risk to people and property and manage any residual risk, taking account the impacts of climate change, by applying the Sequential Test and if necessary, applying the Exception Test and furthermore using opportunities offered by the new development to reduce the causes and impacts of flooding"* (paragraph 100). Paragraph 101 of the NPPF explains that "development should not be allocated or permitted if there are reasonably available alternative sites appropriate for the proposed development in areas with a lower probability of flooding"
- 6.8.2 Core Policy CS1V outlines that with regard to applying the sequential test, other than allocated sites and sites within the APP (2013), the area of search for sites will be determined by the functional requirements and likely catchment of the development.
- 6.8.3 Core Policy CS 1 U of the Harrow's Core Strategy (2012) aims to achieve an overall reduction in flood risk and increase resilience to flood events in accordance with the requirements of the NPPF.
- 6.8.4 Policy DM9 requires that proposals must demonstrate that the development will be resistant and resilient to all relevant sources of flooding including surface water. Development proposals must minimise the risk of flooding on site and not increase the risk of flooding elsewhere, wherever possible reduce flood risks overall and ensure a dry means of escape for occupiers of residential development. The importance of flood risk reduction and sustainable drainage is further emphasised by policy AAP9 of the Harrow and Wealdstone Area Action Plan (2013).

- 6.8.5 Policy AAP 9 A outlines that: *“Major development proposals on non-allocated sites in identified flood risk areas will be required to undergo sequential and, where relevant, exception testing. With regard to the sequential test, the area of search will be confined to the Heart of Harrow area where the proposal involves the creation of more than 50 jobs, more than 50 net new homes, or contributes significantly to the regeneration of Wealdstone. With regard to the application of the exception test, a high priority will be accorded to the delivery of physical and social regeneration within Wealdstone district centre.*
- 6.8.6 Policy AAP 9 B goes onto outline that *“Proposals on allocated and non-allocated sites requiring a Flood Risk Assessment must demonstrate that the development is designed and laid out to be resistant, resilient and safe from all sources of flooding and there is a net flood risk reduction. Finished floor levels must be designed to be at least 300mm above the 1 in 100 flood level, including an allowance for climate change, and be fitted with flood resilience measures to 0.5m above finished floor level. Development that involves the formation of new basements, or the change of use of existing basements, must have regard to flood risk and ensure that this is specifically addressed through the Flood Risk Assessment. The installation of resilience measures to basements will be required. Proposals for the formation of new dwellings or additional habitable accommodation within basements will be refused.”*
- 6.8.7 The majority of the site lies within flood zone 1 with the exception of a small part of the front of the site adjacent to the High Street which lies in Environment Agency fluvial flood zones 2 and 3 and surface water flood zones 3a and 3b as identified on the Harrow Local Area Map (2013).
- 6.8.8 In accordance with the NPPF (2012), Flood Risk Vulnerability Classification, residential development is classified as ‘more vulnerable’ development. Given that the proposed new residential building and new residential flats within the existing building would be located in flood zone 1, it is considered that the sequential and exception tests would not be required in this case. Access and Egress to the building would be entirely within flood zone 1, even in an extreme flood event in the culverted Wealdstone Brook located to the west of the site.
- 6.8.9 In line with the above policy requirements, the applicant has outlined resistance and resilience techniques which can be incorporated into the proposed development in relation to the lobby area at ground floor. These measures include installing plasterboards in horizontal sheets rather than conventional vertical installation methods to minimise the amount of plasterboard that could be damaged in a flood event. Wall sockets and air bricks will be raised as high and feasible as practical and any wood fixings on the ground floor would be robust. In terms of refuge and evacuation, the site can continue to operate as normal during a flood event as flood water are not likely to reach the building.
- 6.8.10 There will be no increase in impermeable areas and therefore no increase in peak discharge rates or volumes, except for future potential impacts from climate change. It is considered that the development will have a negligible effect on existing infrastructure with regard to surface and sewage water capacity.

6.8.11 Overall, it is considered based on the likely flooding risk that the proposed development can be constructed and operated safely in flood risk terms, without increasing flood risk elsewhere and is therefore acceptable with regard to the above policies. A condition is recommended to ensure that the development is carried out in accordance with the recommendation of the FRA, including the installation resistance resilience techniques where appropriate.

6.9 Sustainability and Biodiversity

6.9.1 London Plan policy 5.2 'Minimising Carbon Dioxide Emissions' defines the established hierarchy for assessing the sustainability aspects of new development. This policy sets out the 'lean, clean, green' approach, which is expanded in London Plan policies 5.3 to 5.11. Policy 5.2B outlines the targets for carbon dioxide emissions reduction in buildings. Policy AAP4 (Achieving a High Standard of Development throughout the Heart of Harrow) also cross-refers to the London Plan.

6.9.2 Policy DM 12 of the Harrow Development Management Policies Local Plan seeks to ensure that the design and layout of development proposals are sustainable. It states that development will need to "utilise natural systems such as passive solar design and, wherever possible incorporate high performing energy retention materials"... "Proposals should make provision for natural ventilation and shading to prevent internal overheating and incorporate techniques that enhance biodiversity". Policy DM 14 highlights that development proposals should incorporate renewable energy technology where feasible.

6.9.3 Policies DM 20 and DM 21 seek to ensure the protection of biodiversity and access to nature. Policy DM 20 requires that "The design and layout of new development should retain and enhance any significant features of biodiversity value within the site. Potential impacts on biodiversity should be avoided or appropriate mitigation sought". Policy DM 21 outlines that proposals should secure the restoration and recreation of significant components of the natural environment.

6.9.4 Given the scale of the development proposed in this case, there is no requirement for CO² reduction targets. Nevertheless, energy efficiency will be achieved through passive design as a result of the building fabric and high U values of the glazing system. The proposal will also incorporate a green roof which helps manage storm water from the building and will help minimise the buildings contribution to potential flooding in the area. This design aspect of the development will also help alleviate the urban island heat effect as well as being a wildlife resource. Notably, comments have been received from MOD outlining potential concerns as a result of increased bird activity from the green roof within flight paths. However, they have outlined a condition for a management and maintenance plan could be secured to address their concerns and this is recommended below.

6.9.5 The application has been referred to the Council Biodiversity Officer who has outlined that further details should be provided to increase bird nesting

opportunities for birds such as swifts, sparrows and starlings. These enhancements should be integrated into the buildings structure, as a long term resource to local bird populations. As such a condition is recommended in relation to this as well as the design details of the proposed green roof.

- 6.9.6 Subject to conditions in respect of the above matters, officers consider that the ecological and aesthetic value of the area would be significantly enhanced and the development would thereby comply with policies 7.21 and 7.19 of The London plan (2016) and policies DM 20, 21 and 22 of the Harrow Development Management Policies Local Plan (2013).

7.0 CONCLUSION AND REASONS FOR APPROVAL

- 7.1 Officers consider that the proposed redevelopment of the site would provide a high quality residential development which would make a positive contribution to the town centre environment. The additional height proposed to Premier House is considered to be acceptable in this town centre location and would be consistent with the design guidance of the Harrow and Wealdstone Area Action Plan. The proposed additional floor is considered to be of high quality architectural merit and the development as a whole displays a high quality approach to its design. The proposal would make a contribution to the Councils housing delivery targets in an area which is targeted for growth and would promote housing choice through a range and mix of unit types. The proposed redevelopment of the site would result in a modern, contemporary design that responds positively to the local context, and would provide a high standard in terms of living conditions for future occupiers. Overall, the proposal would make a contribution towards enhancing the vitality and regeneration of the Wealdstone Town Centre in accordance with the Council's vision and spatial strategy.

APPENDIX 1: CONDITIONS AND INFORMATIVES

Conditions

1 Timing

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 Approved Drawing and Documents

Save where varied by the other planning conditions comprising this planning permission, the development hereby permitted shall be carried out in accordance with the following approved plans and documents: Flood Risk Assessment by ARK Ltd (dated 18th August 2016); Premier House, Harrow, Accurate Visual Representations and Methodology by D3V (dated November 2016); Noise Impact Assessment, Report 15145.NIA.01 by KP Acoustics (dated 15th November 2016); L(00)000 Rev P1; L(01)100 Rev P4; L(01)002 Rev P1; L(01)004 Rev P1; L(01)005 Rev P1; L(01)103 Rev P3; L(01)104 Rev P1; L(01)110 Rev P2; L(01)201 Rev P1; L(02)001 Rev P1; L(02)002 Rev P1; L(02)003 Rev P1; L(02)004 Rev P1; L(02)101 Rev P3; L(02)102 Rev P2; L(02)103 Rev P2; L(02)104 Rev P2; L(02)105 Rev P1; L(02)106 Rev P1; L(02)111 Rev P1; L(02)112 Rev P1; L(02)113 Rev P1; Design and Access Statement 2375_DAS_18_08_2016 v4; L(01)101 Rev P3; Technical Note, Premier House, Harrow, HA3 7TS – Revised Transport Note by Capita 9dated 15th March 2017); Waste Management Strategy by Capita dated March 2017

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

Pre-Commencement Conditions

3 Demolition and Construction Logistics Plan

No development shall take place, including any works of demolition, until a demolition and construction logistics plan has first been submitted to, and agreed in writing by, the local planning authority. The plan shall detail the arrangements for:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in construction the development;
- d) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing;
- e) wheel washing facilities; and
- f) a scheme for recycling/disposing of waste resulting from demolition and construction works.
- g) measures for the control and reduction of dust

h) measures for the control and reduction of noise and vibration.

The demolition and construction of the development shall be carried out in accordance with the plan so agreed.

Reason: To ensure that measures are put in place to manage and reduce noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers. To ensure that measures are agreed and in place to manage and reduce dust, noise and vibration during the demolition and construction phases of the development and manage transport impacts during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

4 Cycle Parking Details

The development hereby permitted shall not be commenced (other than works of demolition) until details of the cycle parking spaces on the site and their phased delivery alongside the development has been submitted to the Local Planning Authority in writing to be agreed. The cycle parking shall be implemented on site for the sole use of the development in accordance with the phasing details and shall be retained for the lifetime of the development.

Reason: To ensure the satisfactory provision of safe cycle storage facilities, to provide facilities for all the users of the site and in the interests of highway safety and sustainable transport. To ensure that cycle parking facilities would be available for all users of the site on immediate occupation of any of the buildings. This is a PRE-COMMENCEMENT condition.

5 Ecological Enhancements

The development hereby approved shall not be commenced until proposals for increasing the availability of bird nesting places and bat boxes within the site have been submitted to the local planning authority in writing to be agreed. Bird nesting places shall cater for bird species identified in Table 6 of the Harrow Biodiversity Action Plan 2015-2020. The development shall be carried out in accordance with the proposals so agreed and shall be retained as such thereafter.

Reason: To ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity within the Heart of Harrow. To ensure this could be built into the structure, this is a PRE-COMMENCEMENT condition.

6 Green Roof

The development hereby approved shall not be commenced until details of the green/biodiverse roof within the development has been submitted to the local planning authority in writing to be agreed. The green/biodiverse roof shall be designed to contribute to the creation of appropriate habitats targeted in London Plan Table 7.3 and/or the Harrow Biodiversity Action Plan 2015-2020 and the details to be submitted shall comprise:

- a) identification of the roof areas to be used for the provision of green/biodiverse roofs;
- b) details of the planting to be used; and
- c) details of the maintenance including irrigation.

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity within the Heart of Harrow. To ensure this could be built into the structure, this is a PRE-COMMENCEMENT condition.

7 MOD Safeguarding Condition

Prior to the commencement of development a bird management plan shall be submitted and approved by Harrow Council (in conjunction with the MOD) to be agreed in writing, to ensure the long term management of the site and to take into account the appropriate aerodrome safeguarding requirements. The bird management plan should include details of a long term agreement to make provision for the following:

- Site managers to monitor the number of birds on the site.
- Undertake bird control (using appropriate licenced means) to address any populations of gulls (or other bird species) occupying the green roof considered to be hazardous to air traffic using RAF Northolt Aerodrome to disperse them.
- Prevent gulls and other bird species from successfully breeding at the site.
- Ensure the roof is accessible for personnel engaged in bird control activities.

Reason: To ensure that increased bird activity associated with the green roof does not obstruct air traffic movements or otherwise impede the effective operation and safety of air traffic. To ensure that measures are agreed and in place to avoid any obstruction to air traffic and to safeguard the integrity of air traffic operational systems before the green roof is installed, this condition is a PRE-COMMENCEMENT condition.

8 Noise

The development hereby approved shall not be commenced until a report identifying those residential premises within the development that require mitigation of external noise levels and detailing the mitigation required to achieve satisfactory noise levels within those premises has first been submitted to, and agreed in writing by, the local planning authority. The report shall also detail the arrangements for ventilating the residential premises so identified. The development shall be carried out in accordance with the report so agreed, and shall be retained as such thereafter. To ensure any mitigation requirements could be built into the structure, this is a PRE-COMMENCEMENT condition.

Reason: To ensure that potential adverse noise impacts to residential premises within the development are mitigated.

Progression Point Conditions

9 **Materials**

Notwithstanding the details shown on the approved drawings, the development shall not progress beyond damp proof course level until samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below have been submitted to, and agreed in writing by, the local planning authority:

- a) facing materials for the buildings
- b) windows/ doors
- c) balconies including privacy screens

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the development is carried out to the highest standards of architecture and materials.

10 **Privacy Screens**

The development hereby approved shall not be occupied until details of privacy screens to be installed to the balconies/terraces and their locations across the development have first been submitted to the local planning authority in writing to be agreed. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

Reason: To ensure that the development achieves a high standard of amenity for future occupiers of this and the neighbouring buildings.

11 **Refuse**

The refuse bins shall be stored at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing plans.

Reason: To safeguard the appearance and character of the surrounding area.

12 **Telecommunications**

Any telecommunications apparatus, extraction plant, air conditioning units and any other plant or equipment that is required on the exterior of the development shall be installed in accordance with details that shall first have been submitted to, and agreed in writing by, the local planning authority. The details shall include: proposals for communal provision of television receiving equipment, wherever possible; siting; appearance; any arrangements for minimising the visual impact; and any arrangements for mitigating potential noise and vibration.

Reason: To ensure that any telecommunications apparatus and other plant or equipment that is required on the exterior of the buildings preserves the highest standards of architecture and materials.

13 Residential Storage Space

The residential premises hereby approved shall each be provided with a storage space in accordance with the National Space Standards and Mayor of London's Housing SPG (2016) unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the development achieves a high standard of residential quality for future occupiers of the development.

14 Wheelchair Accessible and Wheelchair Adaptable Homes

A minimum of 10% of the units shall be built in accordance with Building Regulation standard M4 (3) 'Wheelchair User Dwellings'. All other residential units in this development, as detailed in the submitted and approved drawings, shall be built to Building Regulation Standard M4 (2) 'Accessible and adaptable dwellings'. The development shall be thereafter retained to those standards.

Reason: To ensure provision of 'Wheelchair and Accessible and adaptable' housing.

15 Flood Risk

The development shall be carried out in accordance with the recommendations of the approved Flood Risk Assessment including the installation of resistance and resilience measures to the building and shall be retained as such thereafter.

Reason: To safeguard the development and the future occupiers from the risk of flood events.

Informatives

1 Policies

The following policies are relevant to this decision:

The decision to grant permission has been taken having regard to the policies and proposals in the London Plan and-or the Harrow Local 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: 2.13, 2.15, 3.3, 3.4, 3.5, 3.6, 3.8, 3.11, 3.12, 3.16, 4.7, 4.8, 4.9, 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.18, 5.21, 6.1, 6.3, 6.9, 6.10, 7.1, 7.4, 7.5, 7.6, 7.7, 7.8, 7.13, 7.14, 7.15, 7.18, 7.19, 7.21, 8.2.

Harrow Core Strategy: CS1, CS2;

Area Action Plan: AAP 1, AAP 4, AAP 6, AAP 5, AAP 7, AAP 8, AAP 9, AAP 10, AAP 11, AAP 12, AAP 13, AAP 19, AAP 20, AAP Site Allocation 22;

Development Management Policies: DM 1, DM 2, DM 3, DM 6, DM 7, DM 10, DM 12, DM 14, DM 13, DM 15, DM 19, DM 21, DM 22, DM 28, DM 41, DM 42, DM 43, DM 44, DM 45, DM 46 DM 49, DM 50, Schedule

Supplementary Planning Guidance:

Supplementary Planning Document – Access for All (2006)

Supplementary Planning Document - Accessible Homes (2010)

Supplementary Planning Document – Planning Obligations (2013)

Mayor of London, Housing Supplementary Planning Guidance (March 2016)

Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2016)

2 Thames Water

A Groundwater Risk Management Permit from Thames water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by e-mailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality.

3 Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015. This decision has been reached in accordance with paragraphs 187-189 of The National Planning Policy Framework. Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

4 Compliance with conditions

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.

The applicant is advised to ensure that the highway is not interfered with or obstructed at any time during the execution of any works on land adjacent to a highway. The applicant is liable for any damage caused to any footway, footpath, grass verge, vehicle crossing, carriageway or highway asset. Please report any damage to nrswa@harrow.gov.uk or telephone 020 8424 1884 where assistance with the repair of the damage is available, at the applicants expense. Failure to report any damage could result in a charge being levied against the property.

5 Contractor Code of Practice

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.

6 Party Wall Act

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.pdf>
Tel: 0870 1226 236, Fax: 0870 1226 237, Textphone: 0870 1207 405, E-mail: communities@twoten.com

7 Secure by Design

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 DCLG. 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 0DN, tel. 020 8733 3465

APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOGRAPHS



View from Gladstone Way



Premier House

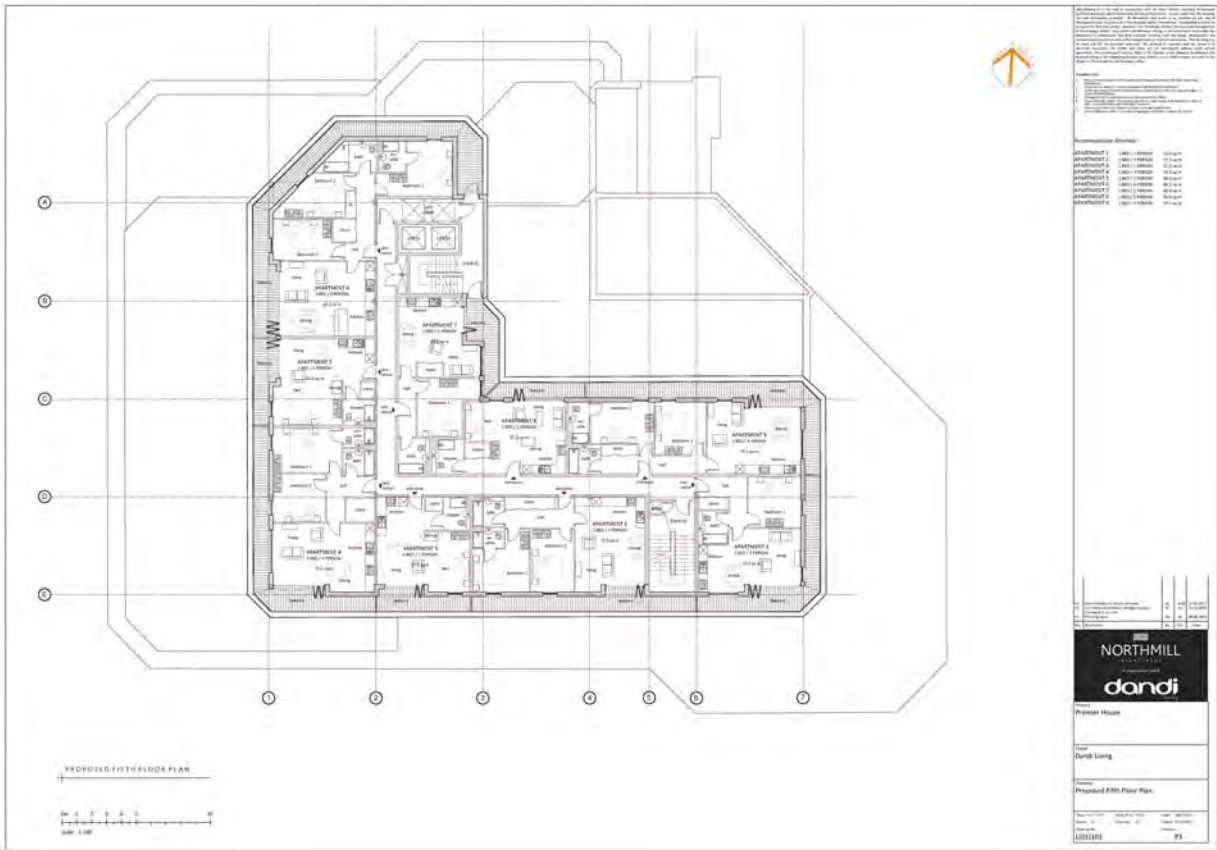


Knightley Court to the rear along George Gange Way



Wealdstone High Street





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