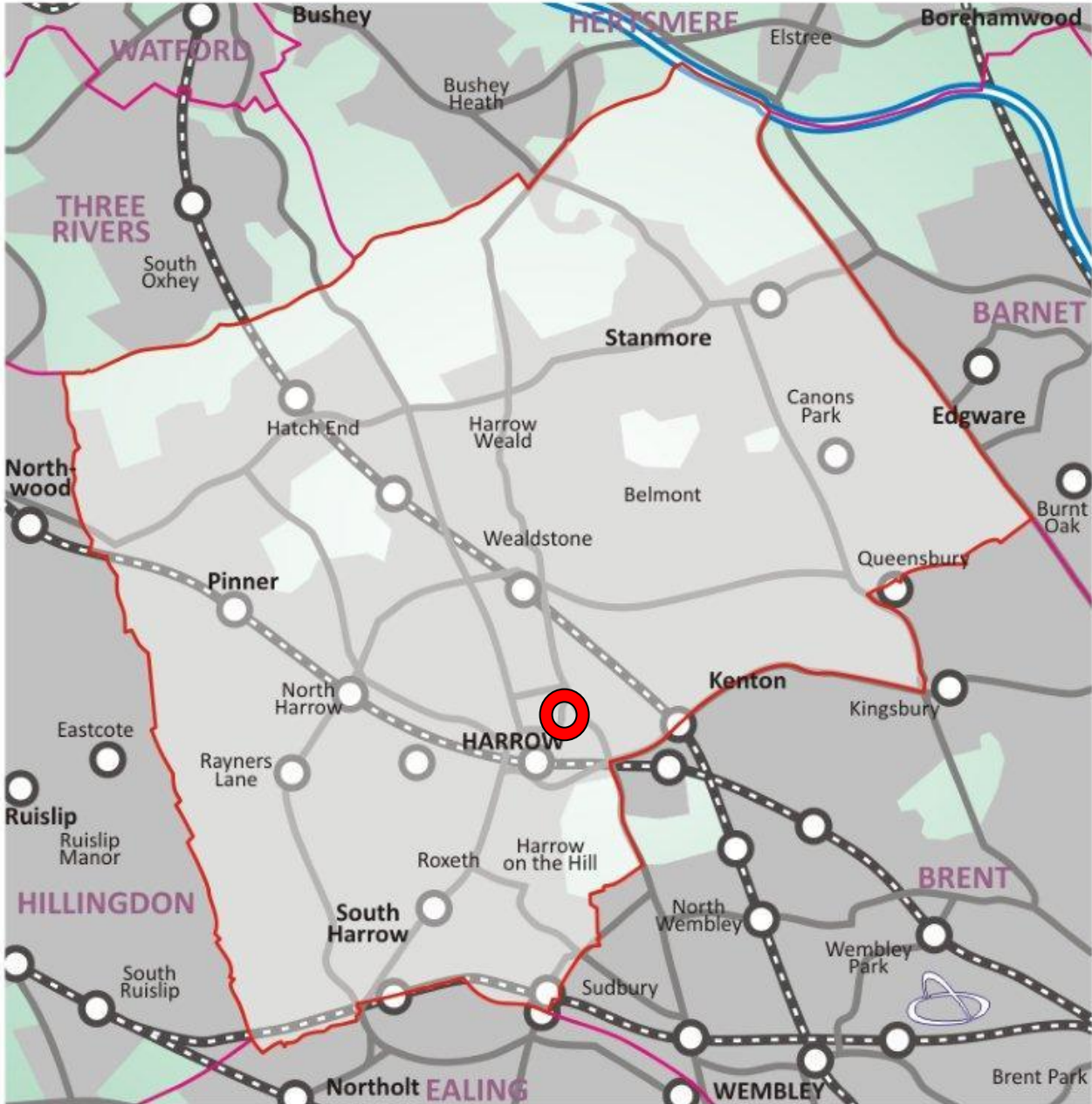
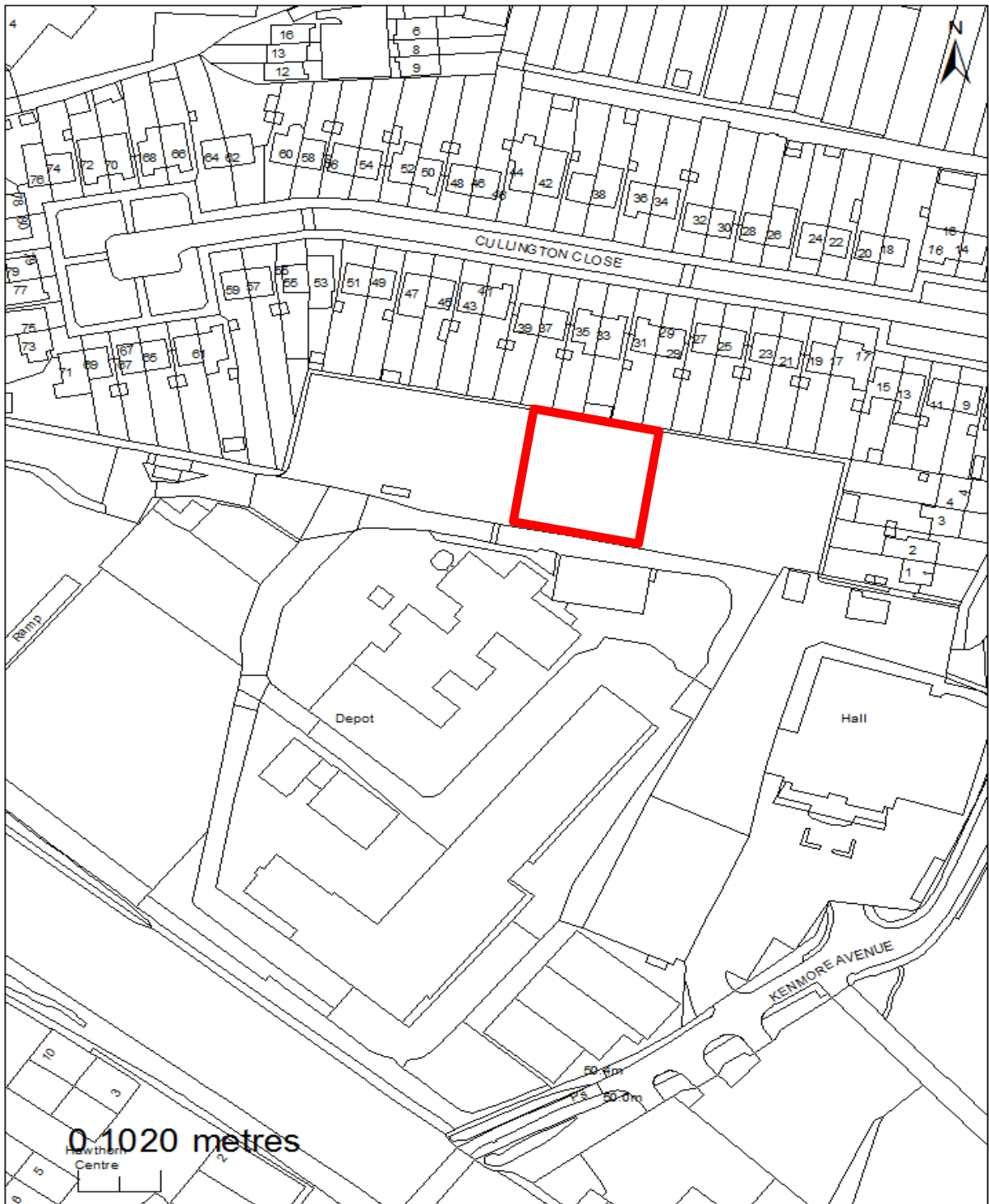


 = application site



Central Depot, Forward Drive, Harrow

PI/4767/17



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Central Depot, Forward Drive, Harrow

PI4767/17

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

21st February 2018

APPLICATION NUMBER: P/4767/17
VALIDATION DATE: 16/11/2017
LOCATION: CENTRAL DEPOT, FORWARD DRIVE, HARROW
WARD: KENTON WEST
POSTCODE: HA3 8NT
APPLICANT: MR MICHAEL WYNNE, HARROW COUNCIL
AGENT: N/A
CASE OFFICER: DAVID BUCKLEY
EXPIRY DATE: 23RD FEBRUARY 2018

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.

Redevelopment To Provide Part Single, Part Two And Part Three Storey Building With Plant Room On Roof And Part First Floor Mezzanine Incorporating Workshop (B1 Light Industrial), Office (B1 Use), Warehouse (B8 Use) And Ancillary Uses; Multi Storey Car Park And External Car Parking; Bin Store (Demolition Of Existing Buildings)

RECOMMENDATION

The Planning Committee is asked to:

1) Grant planning permission for the reasons set out below:

REASON FOR THE RECOMMENDATION

The proposed development of the site would improve and consolidate existing depot/infrastructure sites within the London Borough of Harrow and would allow Harrow to offer an improved level of service to residents and better working environment for employees. It would also contribute to the Borough's office and warehouse/employment space. Subject to pending consultation responses, the development would be acceptable in terms of material planning considerations.

For these reasons, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation, this application is recommended for grant.

INFORMATION

This application is reported to Planning Committee as the development is a Council-

owned site and is also a non-residential development of over 400 sq m of floorspace and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type: (E) Large scale Major Development

Council Interest: Council-Owned Site

Gross Floor Including Parking 12,725 sq m

Net Additional Floor Space Excluding Parking 1,086 sq m

GLA Community Infrastructure (CIL) Contribution (provisional): £ 38,010 (based on a £35 contribution per square metre of additional floorspace)

Harrow Community Infrastructure (CIL) Contribution (provisional): £119, 460 (based on a £110 contribution per square metre of additional floorspace)

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.

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	Central Depot Forward Drive Harrow HA3 8NT
Applicant	Mr Michael Wynne, Harrow Council
Ward	Kenton West
Local Plan Allocation	Civic Amenity Site
Conservation Area	No
Listed Building	No
Setting of Listed Building	No
Building of Local Interest	No
Tree Preservation Order	No
Other	Located within Harrow Core Strategy Kenton and Belmont sub-area

Transportation		
Car parking	No. Existing Parking Spaces (Car and Bus)	278
	No. Proposed Parking spaces (Car and Bus)	550
	Proposed Parking Ratio	N/A
Cycle Parking	No. Existing Cycle Parking spaces	40
	No. Proposed Cycle Parking spaces	40
	Cycle Parking Ratio	N/A
Public Transport	PTAL Rating	3
	Closest Rail Station / Distance (m)	Harrow and Wealdstone 850m
	Bus Routes	H10
Parking Controls	Controlled Parking Zone?	Yes, CPZ Zones CA and J to north of site
	CPZ Hours	Zone CA: 10am-11am and 2pm-3pm Mon-Fri Zone J: 7am- 12 midnight Mon-Sun
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A

Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Located within application site

1.0 SITE DESCRIPTION

- 1.1 The application site is the Central Depot, Forward Drive Harrow, which is owned by the London Borough of Harrow Council and is in use by Harrow Council Departments with some space leased to other local authorities and private businesses.
- 1.2 The site is located within Harrow Civic Amenity Site, which is an allocated site as per policy Harrow Area Action Plan (AAP) (2013).
- 1.3 To the north of the site are rear gardens of houses along Cullington Close. At present large minibuses park directly adjacent to the rear fences of these neighbouring dwellinghouses.
- 1.4 To the south of the larger site is a railway track serving the London Underground and Overground, Virgin Trains and other mainline services.
- 1.5 The site is not located within a Critical Drainage Area or any type of higher risk flood zone and the site has been fully hard surfaced. Part of the wider site is located within Flood Zone 1, while outside the site there is a small area within Flood Zone 3a, which is a higher risk flood zone.
- 1.6 The Council Depot Site, i.e., the application site, is allocated in the West London Waste Plan policy WLWP2 as an existing site having the potential for capacity expansion by redevelopment- a Table 5-1 Site.
- 1.7 There are five main buildings on the site, with uses including warehouse/workshop, office and other uses by Harrow Council and others.

2.0 PROPOSAL

- 2.1 The proposal is to decant and demolish the existing accommodation and provide approximately 5,900 sq m of new accommodation, including approximately 2,500 sq m of workshop/storage space, 1800 sq m of office space and 700 sq m of ancillary use and 7,725 sq m of vehicle parking. The workshop space would include 470 sq m available for rent and the office would include 350 sq m available for rent. The purpose of the redevelopment is to consolidate and intensify the existing depot uses to make more efficient use of the space and increase council revenue streams.
- 2.2 The Leisure Centre site currently accommodates 190 vehicle parking spaces for Harrow and Brent Council SEN mini-buses and other Council staff vehicles. This total of 230 vehicle spaces would be relocated to within the expanded facilities Depot Site.
- 2.3 The level of parking would be increased to 216 car parking spaces and 88 minibuses parking spaces. The existing provision for 55 refuse vehicle parking spaces to the west of the application site and 85 minibus and 6 car parking

spaces to the north of the application site are retained, in addition to the new spaces. The total number of parking spaces will increase from 278 at the Depot Site to 550 spaces.

- 2.4 The existing units will be demolished and replaced with a single building to incorporate workshop, office and ancillary uses and a car park. The building will consist of a 3 storey car park, a 3 storey section comprising office space and ancillary uses and a single storey workshop space. The original documents did mention an option for a mezzanine level in parts of the workshop space, but this has been omitted from the current submission and is not included in the proposal.
- 2.5 The application does not relate to the existing Civic Amenity Site/HRRC/Waster Transfer Station Site or the area used for the parking of the Council's refuse vehicles and these have been omitted from the site outline.
- 2.6 Due to the number of vehicles proposed, which would include over 200 buses, the scheme is referable to the Mayor of London/GLA under the Mayor of London Act (2008). A Stage 1 referral has been made and the consultation period expires on 1st January 2018.

3.0 RELEVANT PLANNING HISTORY

P/3060/17 - Installation of temporary modular buildings to create two storey office accommodation to facilitate works to existing office accommodation on site.

Granted: 28/09/2017

4.0 CONSULTATION

- 4.1 A total of 438 consultation letters were sent to neighbouring properties regarding this application and 3 site notice were displayed at the outside of the site. The public consultation period expired on 11th December 2017.

4.2 Adjoining Properties

Number of Letters Sent	438
Number of Responses Received	0
Number in Support	0
Number of Objections	01
Number of other Representations (neither objecting or supporting)	0

- Content of neighbour objection at 16 The Hollies in Christchurch Avenue: The scheme height will block sunlight.
- Officer response: This has been addressed in the main body of the report.

4.3 Statutory and Non Statutory Consultation

4.4 The following consultations within the Council have been undertaken:

- LBH Highways
- Planning Policy
- Drainage Engineering Officers
- Waste Management Officers
- Design Officer
- Landscape Architect
- Biodiversity Officer
- Environmental Health Officers

4.6 External Consultation

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

- Mayor of London – Stage 1 Referral
- Transport for London
- West London Waste Authority (WLWA)
- London Boroughs within (WLWA) listed below.

Consultee	Summary of Comments	Officer Comments
West London Waste Authority (WLWA)	No objection to the proposal.	Comments are noted.
GLA/Mayor of London	No objection to the proposal subject to conditions related to materials, car and cycle provision and construction logistics and energy strategy. It not considered necessary to progress the case to Stage 2.	Comments are noted.
Neighbouring Local Authorities within West London Waste Authority (WLWA): • Brent • Ealing • Hillingdon • Hounslow • Old Oak and	A response has been received from Hillingdon Council. Hillingdon disagree with the findings in the submitted Planning Statement summarised on page 93 that the loss of the Depot Site is not significant in terms of the WLWP as follows: They do not believe that there is a significant oversupply of waste locations to warrant departure from the plan, as the loss of just one allocation	A detailed response has been provided by the applicant. This objection, the applicant response and Harrow Planning Policy Team response to both submissions will

<p>Park Royal</p> <ul style="list-style-type: none"> Richmond upon Thames 	<p>could lead to the plan falling below the required apportionment. The Council Depot is the third largest of these allocations and its loss would reduce the potential additional contribution by 15%.</p> <p>The response also states that the latest Draft London Plan (2017) proposes to alter this position. This would decrease the overall projected tonnage of Household and Commercial and Industrial waste to be managed London-wide, the share to be apportioned to the six West London Boroughs has risen considerably.</p> <p>The response goes on to state that if capacity is based on new requirements outlined after the production of the WLWP they should include a full revaluation of the existing capacity.</p> <p>Overall Hillingdon state that the application does not sufficiently demonstrate what work has been undertaken since the adoption of the WLWP to find an alternative site for the depot's current functions/ consolidation of the existing use and whether the site should be excluded from the WLWP the plan projects to the year 2031.</p>	<p>be addressed in Section 1 below.</p>
<p>Transport for London</p>	<p>No objection to the proposal.</p>	<p>Comments are noted.</p>

4.8 Internal Consultation

4.9 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
<p>Design Officer</p>	<p>Detailed comments have been given, which are addressed in Section 6.4 below.</p>	<p>Comments noted and are addressed in the relevant section</p>

		of the report below.
Planning Policy Officer	No comment, pending response from WLWA.	
LBH Highways	No objection to the proposal, detailed comments in relevant section below.	Comments noted and are addressed in the relevant section of the report below.
Drainage Engineering Officers	No objection to the proposal in principle. However, amendments to the submitted Flood Risk Assessment are required prior to determination.	Comments noted and are addressed in the relevant section of the report below.
Waste Management Officers	No objection to the proposal.	N/A
Environmental Health Officers	No objection to the proposal.	N/A
Landscape Architect	No objection to the proposal.	N/A
Biodiversity Officer	No objection to the proposal.	N/A

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
- Amenity of Neighbouring Occupiers
- Development and Flood Risk
- Traffic, Parking, Servicing and Construction Issues
- Sustainable Development/Development and Flood Risk

6.2 Principle of Development

Redevelopment of the Depot Site and Impact on the Civic Amenity Site

6.2.1 The application site is located within Harrow Civic Amenity Site, which is an allocated site as per policy Harrow Area Action Plan (AAP) (2013). This policy states that proposals for alternative use of this site that fail to provide sufficient capacity for waste management facilities or fail to adequately address other considerations within the policy will be refused. The commentary to the policy also states that the Council's Depot functions will still be required over the life of the Plan and the Council does not currently own any other industrial site within Harrow upon which to relocate all of part of the existing depot functions. It also states that if relocation of depot functions is not possible/feasible, then a consolidation of the depot function on the site may provide a suitable solution to satisfy the accommodation needs of both activities on the site.

6.2.2 As mentioned earlier, the site is allocated in the West London Waste Plan policy WLWP2 as an existing site having the potential for capacity expansion by redevelopment. The existing waste management site will be retained and so there is not a policy issue in terms of harm to the existing waste management facilities. However, with the redevelopment of the depot, it would not be possible to use the wider site, i.e., the area of the proposed redevelopment to provide a larger waste and recycling site. The policy wording in WLWP2 is that: "Existing sites which have been allocated as having the potential for capacity expansion by redevelopment (Table 5-1)...are also to be safeguarded."

6.2.3 It was noted in the previous version of this report that was assessed at Harrow Planning Committee in December 2017 that in order to determine that the redevelopment of the site is acceptable in principle and complies with WLWA policy a response would be required from the West London Waste Authority and the other boroughs that are members of the authority to help . inform Harrow

Planning Policy Officer comments. If the responses from these bodies do not raise major objections to the proposal, the scheme would be considered acceptable in principle.

6.2.4 While the WLWA and other local authorities did not object to the proposal a response was received from Hillingdon Council. Hillingdon disagree with the findings in the submitted Planning Statement summarised on page 93 that the loss of the Depot Site is not significant in terms of the WLWP. In response to this a rebuttal of Hillingdon’s objection was supplied by the applicant. For ease of reference these are shown in the table below:

Hillingdon Comment	Applicant Response
They do not believe that there is a significant oversupply of waste locations to warrant departure from the plan, as the loss of just one allocation could lead to the plan falling below the required apportionment. The Council Depot is the third largest of these allocations and its loss would reduce the potential additional contribution by 15%.	The Depot Site will still have the capacity to meet the waste management activities at the existing recycling area. The application for redevelopment does not encompass the entire site.

Harrow’s Planning Policy Team has indicated that the scheme is acceptable in principle in relation to WLWP. A response from Harrow Council’s Planning Policy Team in relation to this issue and also in related to energy systems will follow via an addendum.

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 our 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 The proposed development would offer regeneration benefits in terms of providing additional jobs- the submitted Economic Statement expects there to be 75 new, full time jobs to be created with a minimum duration of 6 months. Also, improved business space for Harrow Council and other local authority functions and also additional revenue for Harrow Council will be created. The Civic Amenity Site, which is an important aspect of local infrastructure would not be negatively impacted by the proposal.

6.3.3 It is therefore considered that the proposed development would meet the overarching principles of regeneration into the area.

6.4 Character and Appearance of the Area

6.4.1 The National Planning Policy Framework (NPPF) was published by the Government on March 27th 2012. The NPPF does not change the law in relation to planning (as the Localism Act 2012 does), but rather sets out the Government's planning policies for England and how these are expected to be applied. It remains the case that the Council is required to make decisions in accordance with the development plan for an area, unless other material considerations indicate otherwise (S.38(6) of the Planning Act). The development plan for Harrow comprises The London Plan 2016 [LP] and the Local Development Framework [LDF].

6.4.2 The NPPF states (paragraph 64) that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'. The NPPF continues to advocate the importance of good design though it is notable that the idea of 'design-led' development has not been carried through from previous national policy guidance to the National Planning Policy Framework.

6.4.3 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. Core Strategy policy CS1.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'.

6.4.4 Policy DM1 of the DMP seeks to ensure that "proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted".

6.4.5 The Harrow Civic Amenity Site/ Waste Management Site, is an allocated site as per Policy AAP 21 of the Harrow Area Action Plan (AAP) (2013). The applicants Design and Access Statement states that the proposed redevelopment will improve views of the site from the adjoining railway line and any other public

vantage points. It also states that the redevelopment proposal is a vast improvement architecturally on the existing haphazard context. It goes on to state that the proposal would consolidate the existing buildings in to one high quality and thoughtfully designed building which aims to enhance the amenity of the residents both in terms of outlook and services.

6.4.6 Scale and Bulk/Roof Form/ Design and Materials

Comments from Harrow Council Design Officers state that the multiple steps on the plan towards the rear of the site and stepped form of the building are not desirable and that by simplifying this surveillance concerns and detailing issue could be overcome and they comment that a regular building envelope would create more usable and flexible internal space and reduce maintenance issues. They have also mentioned that there is potential to incorporate a green/brown roof system.

6.4.7 Design Officer comments state that there are some good points to the detailed elevation study including the use of dark corrugated metal cladding, large openings and a more playful ground floor with graphic treatment.

6.4.8 However, the response goes on to state that the white uprights and additional infill panels to openings are unnecessary and the simplicity of the top built example shown is preferable – large openings in a singular material for upper levels, and a defined ground floor. The materials comments concluded by stating that a more simple composition with a limited palette of good quality materials is preferable and that more detail is needed to understand the intention for all the elevations. A condition will be attached to the planning permission requiring submission of materials. Harrow Council Design Officers will be consulted on the submission to ensure that acceptable materials are supplied prior to the commencement of development.

6.4.9 Landscaping/ Public Realm

6.4.10 Design Officer response states that due to the size of the site, potential for greening should be explored and that detail is also required for boundary treatments. Submission documents have been submitted for the landscaping. A condition will be attached to ensure that further details are submitted and approved by the Council's Landscape Architect in terms of the landscaping and boundary treatments.

6.4.11 In terms of public realm, Design Officer response states that the majority of the public realm would be dominated by car parking and more detail is needed to understand how the external space would be used. Also that there should be easy access by foot and the different uses and the public realm should work well together.

6.4.12 The comments from Design Officers in terms of the design are acknowledged. The materials will be secured by condition and so this issue can be addressed when more detailed material samples are submitted. In terms of the stepped

elevations, this point is acknowledged. However, on a building of this width, some articulation could be considered acceptable to avoid an excessively featureless façade, particularly in the case of the wider south-east elevation. In the other elevation, particularly the north-west, this point is also acknowledged. However, this is partly determined by the constrained nature of the site for what is intended to be a functional industrial building. The same point applies to the stepped roof form. While the building would be of a large scale, it is sited adjacent to the railway line and the refuse site. These points, in conjunction with the retention of other buildings on the eastern site boundary, means that views in to the site from neighbouring houses and public areas would be fairly limited. Furthermore, it would be replacement of existing buildings which are not a coherent set of buildings, which are finished a variety of materials, quality and age and while it would be taller than existing buildings, it would represent a consolidation of the uses in to a single building, with a unified design. It is considered that the proposed layout, bulk, scale and height of the proposed development would not result in an unacceptable impact on the character and appearance of the existing site, streetscene, or wider area. Subject to planning conditions, the proposed materials are considered acceptable in principle.

6.4.13 Access

6.4.14 In terms of access, the second Depot access onto Kenmore Avenue use dot the primary access to the Depot Site which is now on Forward Drive. The secondary access on to Kenmore Avenue is open for vehicles accessing the Depot Site and will remain in use as a secondary access. The response made from Design Officers regarding pedestrian access is acknowledged. However, the existing access arrangements will be retained and no objection has been made by the Highways Authority. Further details of internal pedestrian routes will be made available when detailed hard and soft landscaping details are submitted to the Council for written approval. On this basis, the proposed access arrangements are not considered harmful.

6.4.15 Conclusion

6.4.16 Subject to the conditions mentioned above, it is considered that the external appearance and design of the development is consistent with the principles of good design as required by the National Planning Policy Framework (2012). The resultant development would be appropriate in its context and would comply with policies NPPF 7.4B and 7.6B of The London Plan (2016), Core Policy CS1 (B) of the Harrow Core Strategy, the Harrow and Wealdstone Area Action Plan (2013), policy DM1 of the Council's Development Management Policies Local Plan, which require a high standard of design and layout in all development proposals.

6.5 Amenity of Neighbouring Occupiers

6.6 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 Achieving a High Standard of Development sets out a number of privacy and amenity criteria for the assessment of the impact of development upon

neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.

- 6.7 The nearest neighbouring site is the KPCentre which is a venue for weddings and other functions which is located to the north-east on Kenmore Avenue. There are no residential occupiers at this site. Elmgrove Primary School is located to the north east of the site on Kenmore Avenue. To the south/rear of the site is the railway line.
- 6.8 There are dwellinghouses to the north of the site on Cullington Close and to the north-west on Kenmore Avenue. A neighbour objection has been received from an occupier located on Christchurch Avenue that the proposal will block light to their flat. The new development would be of a greater height and massing than the current group of buildings on the application site. However, the nearest neighbouring rear gardens would be located 25m from the new building and the nearest neighbouring houses would be 50m from the new building. Also, the majority of the area facing neighbours would be the car park which would be lower in height than the main building. Therefore, due to the distance between the proposed development area within the site and these neighbours and the building origination as described above, it is not considered that there would be an unacceptable impact on neighbouring occupiers in terms of loss of light and outlook or privacy and overlooking in accordance with policy DM1 of the Harrow DM Policies. Issues of noise/air pollution are addressed later in the report.
- 6.9 Traffic, Parking, Access, Servicing and Sustainable Transport
- 6.10 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. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards.
- 6.11 The Central Depot core hours for operation times for refuse, cleansing and ground maintenance service are 06.00 to 14.30 hours, with staff arriving from 05.30 hours onwards. The Special Needs transport operation is split with the former deriving school near the Leisure Centre, with buses leaving from 7am to 9.45am and adult services vehicles returning from 10am to 11am.
- 6.12 The Transport Assessment states that even with increase in vehicle movements with the redevelopment Depot Site, the modelling result only indicate a small net increase of less than 10% at the Forward Drive Junction and conclude that the

proposal can be accommodation with minimum harm to the highway network. The Transport Assessment also notes the predicted 35% reduction in traffic accessing the Civic Amenity site, which further reduces the impact.

- 6.13 The response from the Highways Authority states that the area of interest of this proposal is the generation of additional traffic at the Central Depot/Civic Amenity site. The proposal consolidates parking currently taking place in locations elsewhere in the borough.
- 6.14 The response goes on to state that the proposed level of parking appears to meet the needs of the Local Authority to enable existing activities to continue. Most of the activity generated by this site does not occur during the regular highway network peak times as most trips are made very early in the morning and return in the afternoon before the evening peak begins. There are some higher flows that overlap the peaks of the highway network (8-9am and 5-6pm) but the impact is not severe. Surveys indicate that the junctions around the site have additional capacity available and can tolerate a larger flow being added to the network.
- 6.15 The Highways response also states that the proposal does not generate new trips onto the highway network as the journeys are existing; the vehicles are purely being relocated to the Depot site. With the anticipated reduction in traffic visiting the Civic Amenity facility, the Highways Authority do not consider the increase in vehicular traffic across the entire site to have a detrimental impact. The response concludes by stating that proposed mitigation measures should assist with reducing the overall effects.
- 6.16 The focus of the Travel Plan is related to the work place element of the proposal. It is a long-term management strategy to encourage sustainable travel for the development. Cycle and car parking will be provide in accordance with London Plan standards and car parking provision will be in line with the London Plan started for disabled parking and with 20% of car parking spaces with active electric vehicle charging facilities and a further 20% passive facilities to meet the London Plan requirements.
- 6.17 The response from the Council's Travel Planner is that the proposed Travel Plan documents are acceptable, subject to a condition requiring a full Travel Plan by each of the occupiers within 6 months of occupation or at 75% of full capacity being reached. Therefore, subject to a condition being attached for this purpose, the scheme is considered acceptable in terms of the Travel Plan.

Servicing and Emergency Services Access/Refuse Storage and Servicing

- 6.18 The Travel Plan states that the existing arrangement for servicing and emergency access will remain the same in the redeveloped scheme. No objection to this has been made by the Highways Authority and the scheme is considered acceptable in this regard. There is sufficient space for refuse storage to be contained and serviced within the site, according to existing arrangements
- 6.19 Noise and Emissions/ Air Quality, Sustainability and Contamination
- 6.20 To address the issues above, the applicant has submitted an Air Quality Assessment, a Contamination Report, a Noise Planning Statement, an Ecology Report and an Energy and Sustainability Statement.
- 6.21 *Noise and Air Quality*
- 6.22 In terms of noise and air quality, the applicant's submitted documents have stated in summary that the consolidation of the Council's vehicles and parking would not have a harmful impact in terms of noise and air quality issues, both in terms of future occupiers of the site and neighbouring occupiers. There would not be any new uses on the site, although the site will be reconfigured and there would be increased vehicle use on the site.
- 6.23 The Air Quality Assessment states that a number of best practice mitigation measure will be implement to reduce dust emissions and the overall effect would not be significant and that appropriate measure are set out, to be included in the Dust Management Plan for the works. A Construction Mitigation Plan for air quality has not been submitted, but a set of best-practice measures has been submitted. No objection has been received from Environmental Health Officers. A condition will be attached to ensure that an appropriate mitigation plan is submitted to the Council for written approval.
- 6.24 Section 1.4 of the submitted Noise Report sets out recommended plant noise emission limits for any new building services, associated with the proposed Central Depot development, with the aim of avoiding adverse impacts. It states that these limits are based on the guidance of British Standard BS4142 and the measured background noise level data and times for these acceptable sound levels, in order to avoid harm to nearby occupiers on Cullington Close and other nearby areas. The limits proposed on noise emission will be secured by condition. No objection has been raised by the Council's Environmental Health Officers in relation to the proposal, and on this on this basis, the scheme is considered acceptable in terms of noise impacts.

6.25 *Energy and Sustainability*

6.26 The Energy & Sustainability Statement concluded that the combination of passive and energy measures will deliver a 35% improvement over the Building Regulations CO2 emission target, in compliance with Policy 5.2 and 5.7 of the London Plan.

6.27 The response from Building Control Team Leader has stated that the submitted Energy and Sustainability Statement is acceptable, subject to the assumptions made being correct and that if the assumptions were found to be incorrect, an amended Statement would be required for approval by the Council. A condition has been attached to address this point.

6.28 *Environment and Biodiversity*

6.29 The submitted Biodiversity Report states that the site is a poor habitat and not of significant value to wildlife, due to its industrial use. The site does not support bat roost features and poor bat foraging opportunities. In terms of recommendations, the report states that bird's nests etc., should not be disturbed where possible. This is already covered under English Law and so a planning condition is not appropriate. The report also recommends a number of bird boxes to be attached on the site, which forms part of the proposal. This will be secured by condition. On this basis, the proposal is considered acceptable in terms of environment and biodiversity in accordance with Harrow Development Management Policies 20 and 21.

6.30 *Screening Opinion for Environmental Impact Assessment*

6.31 The applicant has requires the Planning Authority to issue a Screening Opinion , i.e., a determination as to whether the planning application requires Environmental Impact Assessment, against the 2017 EIA Regulations. Regulation 6 (ii) requires to be proved as part of a request for a Screening Opinion: detailed plans, detailed development description, a description of potential environment impacts and any other relevant information. The regulations require an Environmental Impact Assessment where any part of the proposed development is in a sensitive area or if the project is likely to give rise to significant environmental effects. Based on the fact that the uses will be the same as current uses and there are no apparently harmful impacts within the submitted documents mentioned above, which could not be mitigated via planning conditions. On this basis, it is considered that an Environmental Impact Assessment is not required.

6.32 Flood Risk and Development

6.33 The site is not located within a Critical Drainage Area or any type of higher risk flood zone and the site has been fully hard surfaced. Part of the wider site is located within Flood Zone 1, while outside the site there is a small area within Flood Zone 3a, which is a higher risk flood zone.

- 6.34 The response from the Engineering Drainage Section has stated that the Flood Risk Assessment surface water drainage strategy submitted is unsatisfactory. The development is subject to a limitation on a discharge to 5 l/s/ha from all impermeable areas and 22 l/s proposed should be reduced to about 6 l/s in total. This will need to be amended prior to determination of the planning application.
- 6.35 Aside from this, the response states that drainage requirements can be secured by a condition, which has been attached to this report.
- 6.36 **Conclusion**
- 6.37 The scheme cannot be satisfactorily determined, due to the pending consultation responses and required amendments to the Flood Risk Assessment. However, subject to positive consultation response and satisfactory amendments to the Flood Risk Assessment, the scheme could be considered acceptable.

APPENDIX 1: Conditions and Informatives

Draft 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

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

08285 Design and Access Statement October 2017; CL00 (11)4001 – P1 Levels; CL00 52)1001-P1 Proposed Drainage Layout; Energy and Sustainability Statement; Noise Planning Statement Ref 1015124-RPT-AS-0001 dated 09 October 2017; 08285-A-L-(00)-400 Location Plan; 08285-A-L-(00)-401; 08285-A-L-(00)-402; 08285-A-L-(00)-403; 08285-A-L-(00)-404; 08285-A-L-(00)-405; 08285-A-L-(00)-406; 08285-A-L-(00)-407; 08285-A-L-(00)-409; 08285-A-L-(00)-411 Revision A; (00)-410 Revision A; 08285-A-L-(00)-412; 08285-A-L-(00)-413; 08285-A-L-(00)-414; 08285-A-L-(00)-420; 08285-A-L-(00)-430 Revision A; 08285-A-L-(00)-431; 08285-A-L-(00)-435; 08285-A-L-(00)-436; 08285-A-L-(00)-440; 08285-A-L-(00)-441; 08285-A-L-(00)-442; 08285-A-L-(00)-450; Economic Statement; Flood Risk Assessment Ref 1015124-RPT-CL-0001 Revision B dated 11 October 2017; Geo-Environmental Assessment Report July 2017; Transport Assessment dated October 2017; 08525-A-L-(21)X-001; 08525-A-L-(21)X-002; 08525-A-L-(21)X-003; 08525-A-L-(21)X-004; 08525-A-L-(21)X-005; 08525-A-L-(21)X-006; 08525-A-L-(21)X-007; Planning Statement incorporating EIA Screening Application) P3617/C dated October 2017; Preliminary Ecological Appraisal reference 16293/E1; Framework Travel Plan; Air Quality Assessment dated October 2017; Harrow Depot Transport Assessment October 2017.

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

3 Materials

Notwithstanding the submitted details and approved plans, the development hereby permitted shall not commence beyond damp proof course level, until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

- a) Facing materials and roof
- b) Windows and doors;
- c) Rainwater goods
- d) Hard landscaping

e) Boundary Treatment

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

REASON: To safeguard the appearance of the locality.

4 Construction Logistics Statement

No development shall take place until a Construction Logistics Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. measures to control the emission of dust and dirt during construction
- ii. a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON: To ensure that the construction of the development does not unduly impact on the amenities of the existing occupiers of the properties adjacent to the site. To ensure that the proposed works can be incorporated in to the design, this is PRE-COMMENCEMENT Condition.

5 Sustainability and Energy

The development hereby permitted shall be built in accordance with approved Energy and Sustainability Statement (dated 20th October 2017). The details approved within these documents shall be implemented and retained thereafter. Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the first occupation of the development a post construction assessment shall be undertaken for each phase demonstrating compliance with the approved Sustainability Strategy which thereafter shall be submitted to the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development.

6 Noise Levels

The level of noise emitted from the site shall not exceed the levels specified within the submitted Noise Report Reference 1015124-RPT-AS-0001 dated 09 October 2017. The noise levels shall be determined at [the boundary of the nearest noise sensitive premises]. The measurements and assessment shall be made in accordance to the latest British Standard 4142.

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

7 Biodiversity

The development hereby permitted shall be built in accordance with the recommendations within the approved Ecological Appraisal reference 16293/E1 and shall thereafter be retained in that form.

Reason: To enhance biodiversity at the application site.

8 Landscape

Notwithstanding the approved plans, a landscape plan and management plan, including long term design objectives, management responsibilities and maintenance schedules for all communal landscape areas other than small, privately owned, domestic gardens, shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of the development. The landscape plan and management plan shall be carried out as approved.

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

9 Landscape

Hard landscaping works including any hard surfacing shall be completed in accordance with the approved details before any part of the building is occupied and all planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner. Any trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority gives written approval to any variation.

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

10 Travel Plan

Notwithstanding the approved documents, a full Travel Plan shall be submitted in writing for the approval of the Local Authority by each of the occupiers within 6 months of full occupation of the new development or at 75% of full capacity of the new development being reached. The development shall be operated in accordance with the approved Travel Plan details thereafter.

Reason: To ensure satisfactory impact of the proposal on the surrounding highways network.

11 Cycle Storage

Notwithstanding the approved plans, prior to occupation of the development hereby approved details shall be provided of safe and secure cycle storage for 48 x bicycles and 1 x motorcycle. The bicycle storage shall be implemented and shall thereafter be retained.

REASON: To provide sufficient bicycle and motorcycle parking space for the use of future occupiers.

INFORMATIVES

1 **POLICIES**

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2012)

The London Plan (2016):

- 3.1 Ensuring Equal Life Chances for All
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture

Local Development Framework

Harrow Core Strategy 2012

- CS1 B Local Character
- CS 1 U Flooding

Harrow and Wealdstone Area Action Plan (2013)

- AAP3 – Wealdstone
- AAP4 – Achieving a High Standard of Design and Layout throughout the Heart of Harrow
- AAP 9 – Flood Risk and Sustainable Drainage
- AAP19 – Transport, Parking and Access within the Heart of Harrow
- AAP21 - Harrow Waste Management Site

Development Management Policies Local Plan 2013

- DM1 Achieving a High Standard of Development
- DM9 Managing Flood Risk
- DM10 On Site Water Management and Surface Water Attenuation
- DM12 Sustainable Design and Layout
- DM20 Biodiversity
- DM21 Enhancement of Biodiversity and Access to Nature
- DM23 Streetside Greenness and Forecourt Greenery
- DM31 Supporting Economic Activity and Development
- DM32 Office Development
- DM42 Parking Standards

DM43 Transport Assessments and Travel Plans
DM44 Servicing
DM45 Waste Management

2 GRANT WITH PRE-APPLICATION ADVICE

Statement under Article 31 (1)(cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)
This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Pre-application advice was sought and provided and the submitted application was in accordance with that advice.

3 MAYOR CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment £ £ 38,010 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority on commencement of development will be collecting the Mayoral Community Infrastructure Levy (CIL).

Your proposal is subject to a CIL Liability Notice indicating a levy of £ 38,010 for the application, based on the levy rate for Harrow of £35/sq m and the stated increase in floorspace of 3,180 sq m.

You are advised to visit the planning portal website where you can download the appropriate document templates.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

4 HARROW CIL

Harrow has a Community Infrastructure Levy which will apply Borough wide for certain uses of over 100sqm gross internal floor space. The CIL has been examined by the Planning Inspectorate and found to be legally compliant. It will be charged from the 1st October 2013. Any planning application determined after this date will be charged accordingly.

Harrow's Charges are: £119, 460

Residential (Use Class C3) - £110 per sqm;

Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis)- £55 per sqm;

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4)

Hot Food Takeaways (Use Class A5) - £100 per sqm

All other uses - Nil.

The Harrow CIL Liability for this development is: £119, 460

5 CONSIDERATE 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 COMPLIANCE WITH PLANNING CONDITIONS

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

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

7 INFORMATIVE

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 applicant's expense. Failure to report any damage could result in a charge being levied against the property.

8 STREET NAMING AND NUMBERING INFORMATIVE

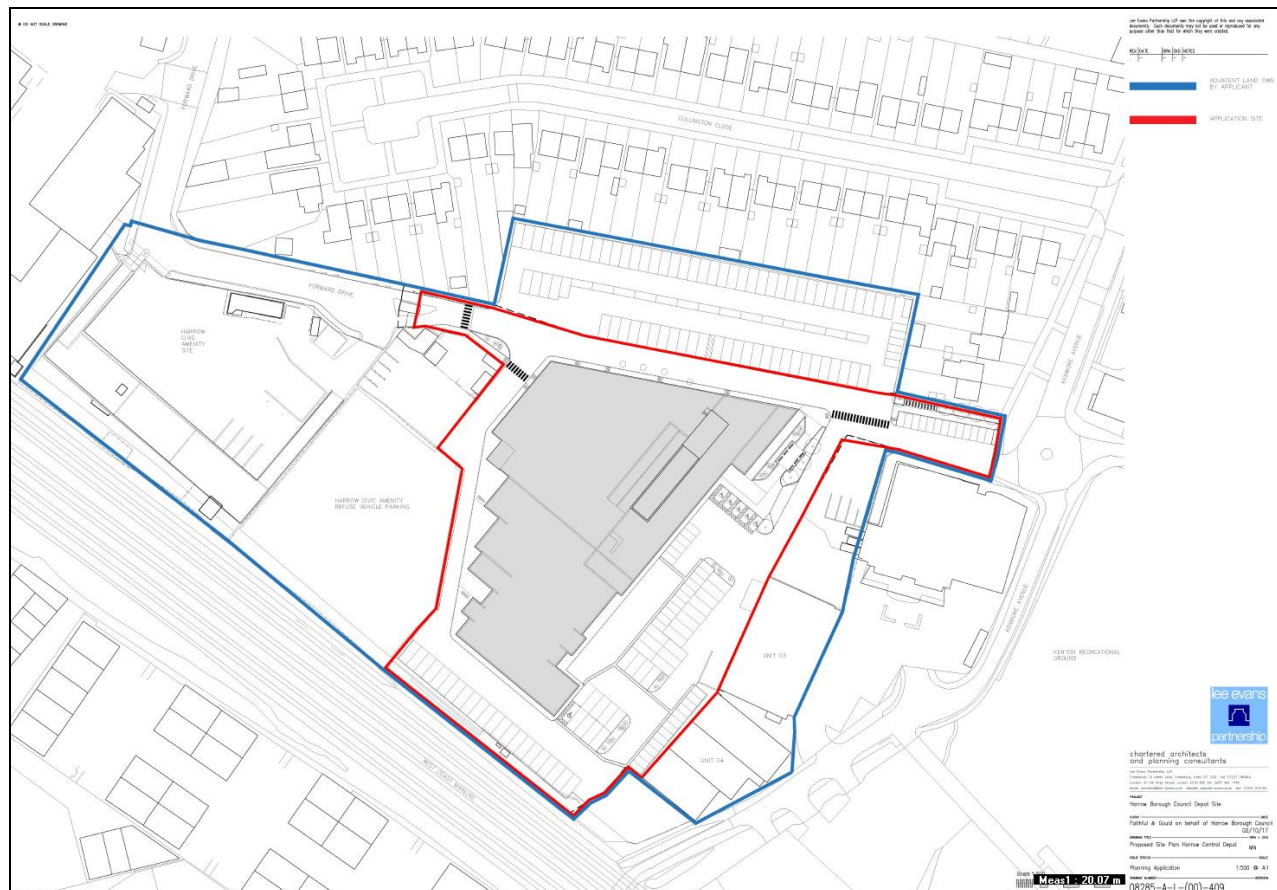
Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939. All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting technicalservices@harrow.gov.uk or on the following link.

http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering

Plan Numbers : 08285 Design and Access Statement October 2017; CL00 (11)4001 – P1 Levels; CL00 52)1001-P1 Proposed Drainage Layout; Energy and Sustainability Statement; Noise Planning Statement Ref 1015124-RPT-AS-0001 dated 09 October 2017; 08285-A-L-(00)-400 Location Plan; 08285-A-L-(00)-401; 08285-A-L-(00)-402; 08285-A-L-(00)-403; 08285-A-L- (00)-404; 08285-A-L- (00)-405; 08285-A-L- (00)-406; 08285-A-L- (00)-407; 08285-A-L- (00)-409; 08285-A-L- (00)-411 Revision A; (00)-410 Revision A; 08285-A-L- (00)-412; 08285-A-L- (00)-413; 08285-A-L- (00)-414; 08285-A-L- (00)-420; 08285-A-L- (00)-430 Revision A; 08285-A-L- (00)-431; 08285-A-L- (00)-435; 08285-A-L- (00)-436; 08285-A-L- (00)-440; 08285-A-L- (00)-441; 08285-A-L- (00)-442; 08285-A-L- (00)-450; Economic Statement; Flood Risk Assessment Ref 1015124-RPT-CL-0001 Revision B dated 11 October 2017; Geo-Environmental Assessment Report July 2017; Transport Assessment dated October 2017; 08525-A-L-(21)X-001; 08525-A-L-(21)X-002; 08525-A-L-(21)X-003; 08525-A-L-(21)X-004; 08525-A-L-(21)X-005; 08525-A-L-(21)X-006; 08525-A-L-(21)X-007; Planning Statement incorporating EIA Screening Application) P3617/C dated October 2017; Preliminary Ecological Appraisal reference 16293/E1; Framework Travel Plan; Air Quality Assessment dated October 2017; Harrow Depot Transport Assessment October 2017; Applicant Response to Hillingdon Objection Letter.

APPENDIX 2: SITE PLAN



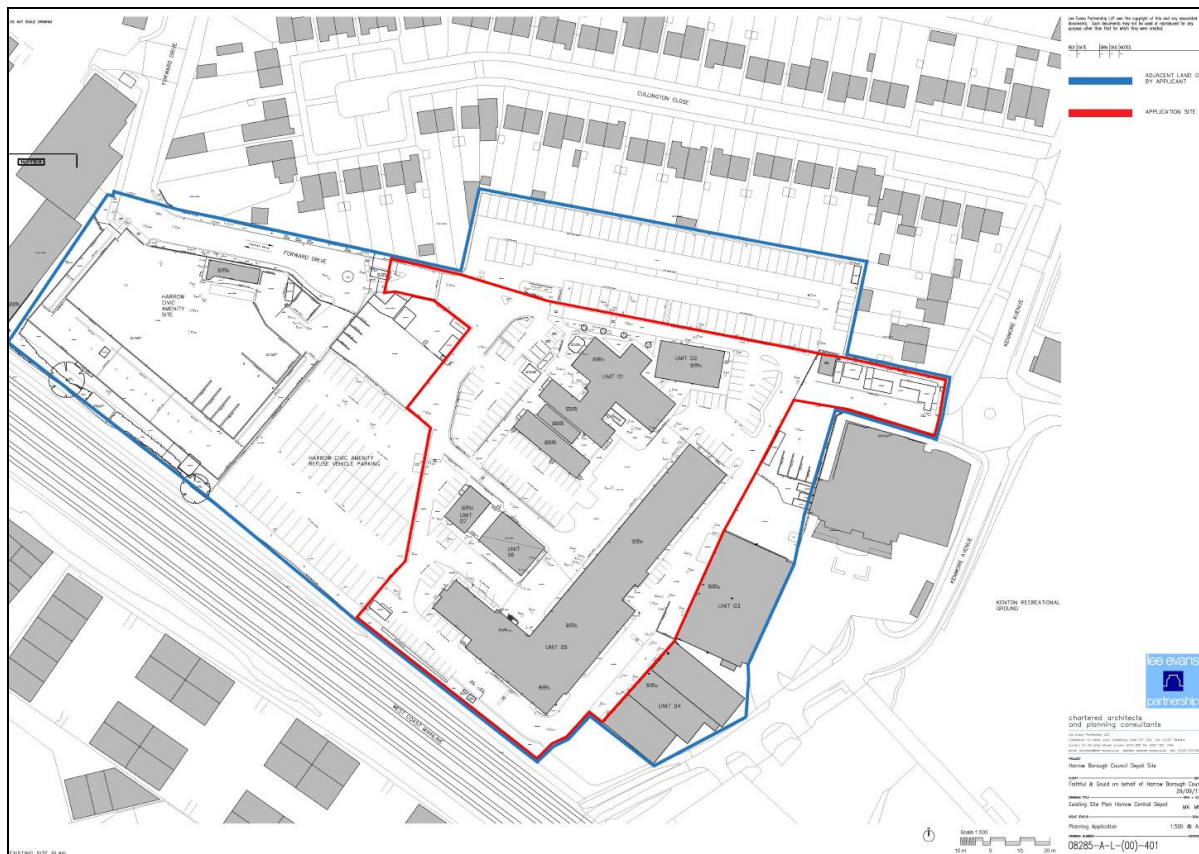
Proposed Site Plan

APPENDIX 3: PHOTOGRAPHS

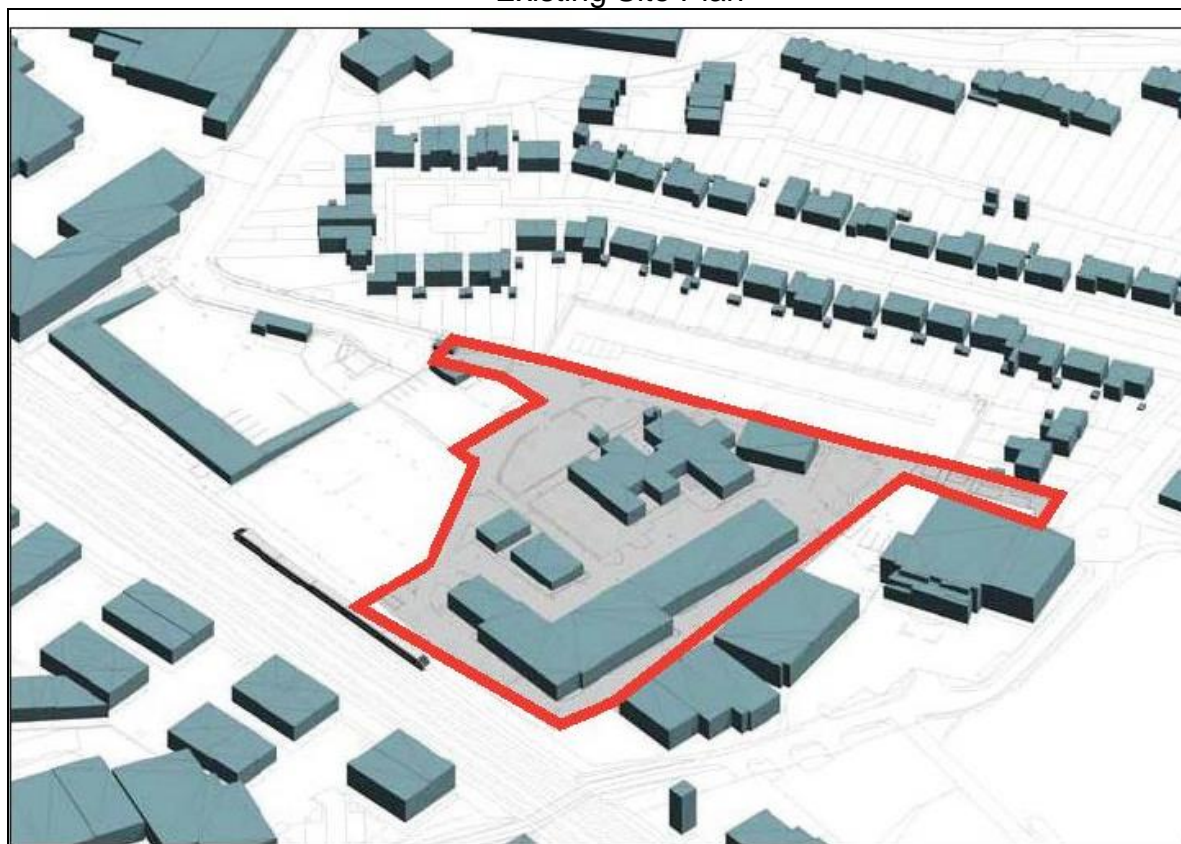


Aerial view of site

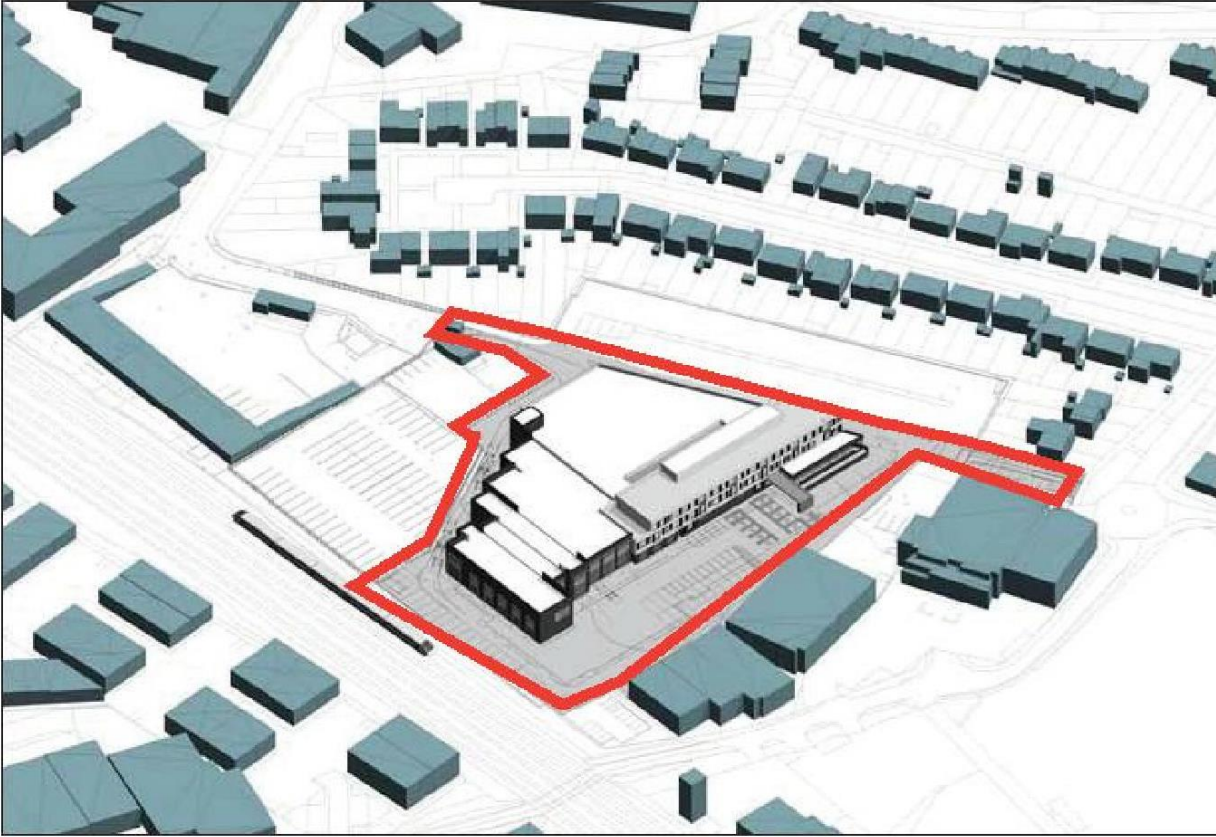
APPENDIX 4: PLANS AND ELEVATIONS



Existing Site Plan



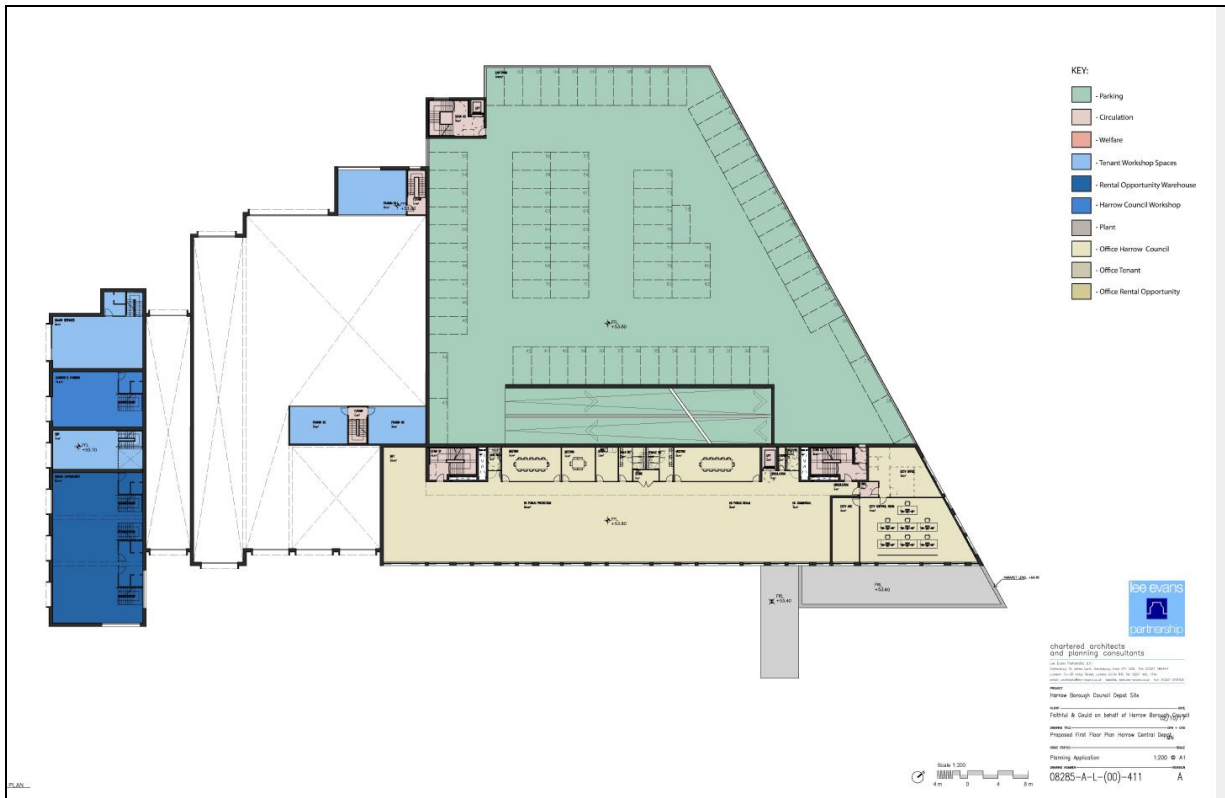
Existing Scale and Massing



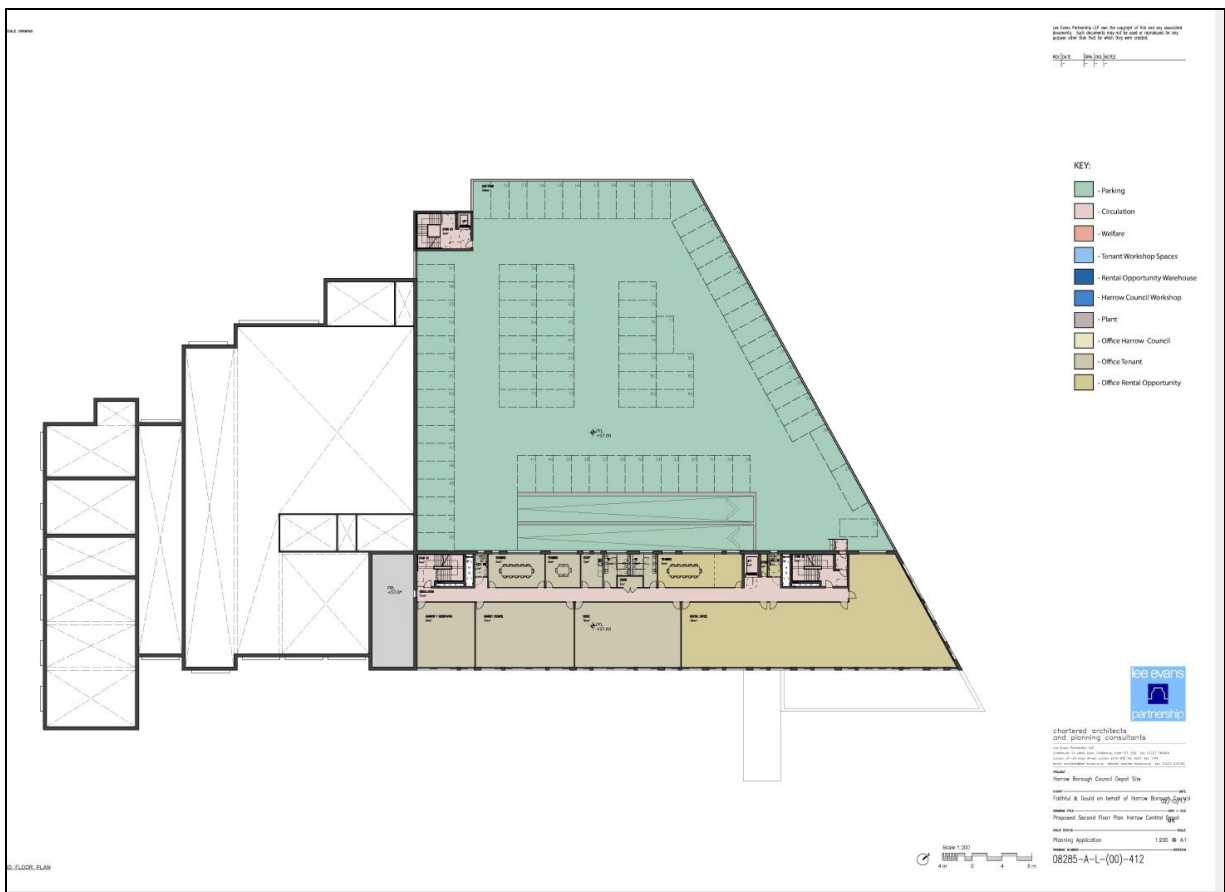
Proposed Scale and Massing

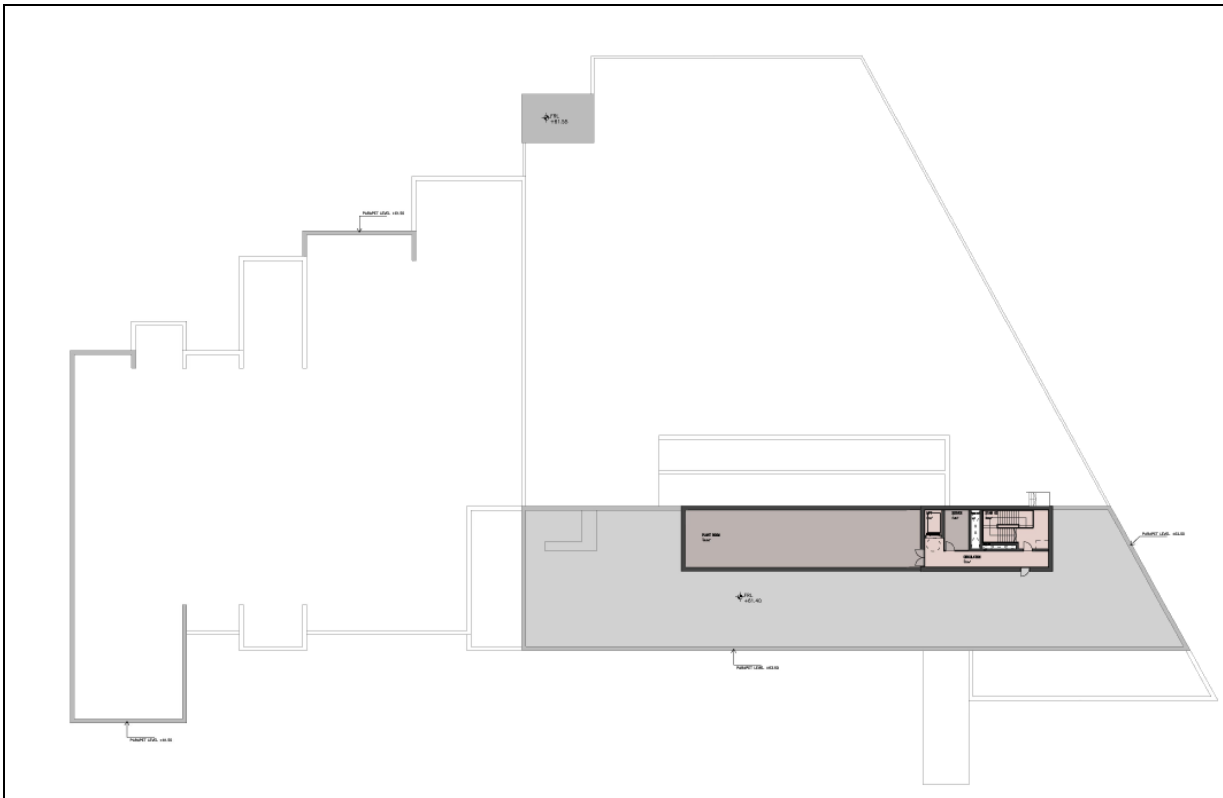


Proposed Ground Floor Plan

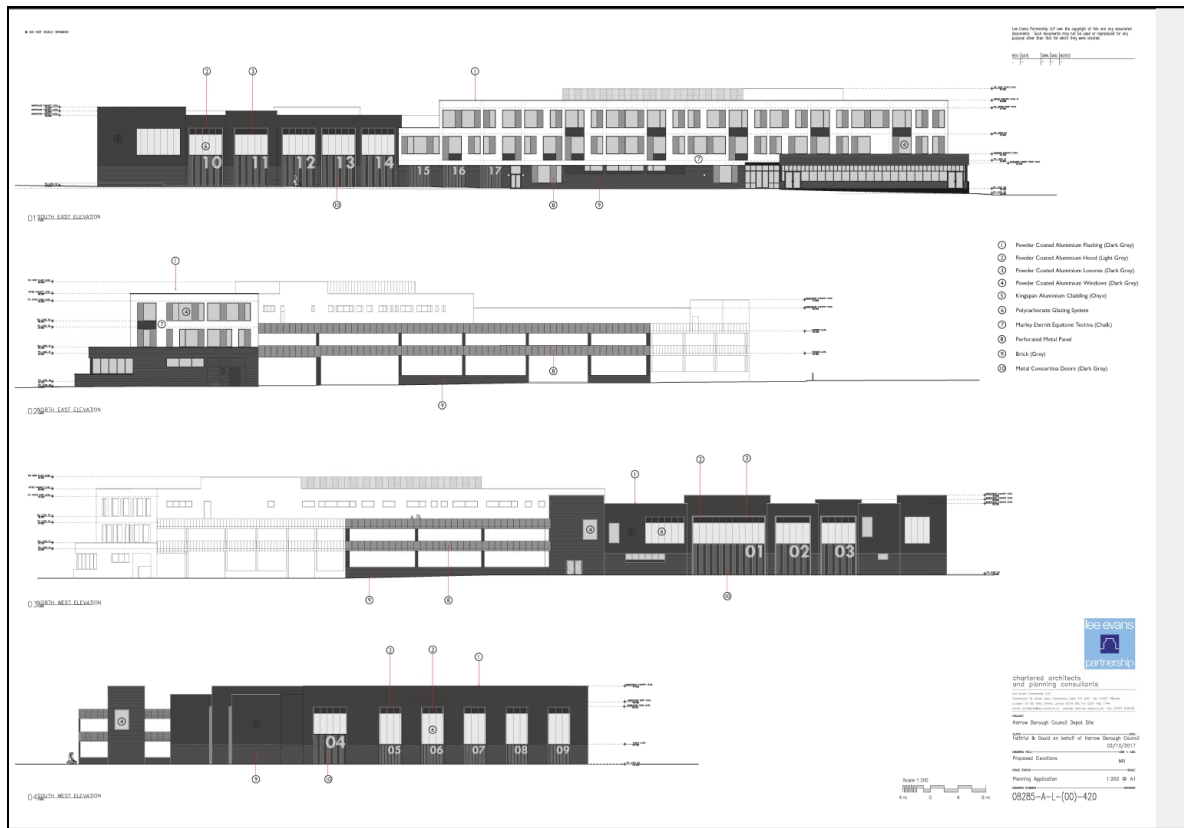


Proposed First Floor Plan





Third Floor Plan



Proposed Elevations



0 View from the East of the Proposed Building



Proposed 3D Images- View from East (above) and view from west (below)

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