

## **APPENDIX 1: Conditions and Informatives**

### **Conditions relating to the 'Full' element**

#### 1. Timing

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

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

#### 2. Approved Plans and Documents

Save where varied by other planning conditions comprising this permission and unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the approved drawings and documents:

REASON: To ensure that the development is carried out to the highest standards of architecture and materials in accordance with Policies 7.6 and 7.7 of the London Plan (2015) and Policies AAP 4 and AAP 6 of the Local Plan (2013) and for the avoidance of doubt and in the interest of proper planning.

### **PRE-COMMECEMENT (INCLUDING DEMOLITION)**

#### 3. Demolition and Construction Logistics and Management 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) Detailed timeline for the phases and implementation of the development
- b) The parking of vehicles of site operatives and visitors;
- c) Loading and unloading of plant and materials;
- d) Storage of plant and materials used in construction the development;
- e) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing;
- f) Wheel washing facilities;
- g) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- h) Measures for the control and reduction of dust;
- i) Measures for the control and reduction of noise and vibration; and
- j) Measures to ensure that pedestrian access to the residential flats on the upper floors of No. 34 the High Street is maintained at all times.

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, in accordance with Local Plan Policies DM1 and DM43 and Policies 7.14 and 7.15 of the London Plan (2016) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2016), this condition is a PRE-COMMENCEMENT condition.

#### 4. Construction and Site Waste Management Plan

No development shall take place, including any works of demolition, until a construction and site waste management plan, setting out arrangements for the handling of excavation, demolition and construction waste arising from the development, and to make provision for the recovery and re-use of salvaged materials wherever possible, has been submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved plan or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure that waste management on the site is addressed from construction stage and to promote waste as a resource, in accordance with Policy CS1 X of the Core Strategy (2012). To ensure that measures are agreed and in place to manage and re-use waste arising during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

#### 5. Non-Road Mobile Machinery

The development shall not be commenced, including any works of demolition, until details have been submitted and approved in writing by the local planning authority for all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.

REASON: To ensure that the development would not result in a deterioration of air quality in accordance with, Local Plan Policies AAP 4 and DM1 and Policy 7.14 of the London Plan (2016) to ensure that suitable vehicles would be used during the construction process, this is a PRE-COMMENCEMENT CONDITION.

#### 6. Tree Protection

No development shall take place, including any works of demolition, until a Tree Protection Plan (TPP) in respect of the existing trees to be retained on the site has been submitted to and approved in writing by the local planning authority.

The TPP shall follow the recommendations set out in BS 5837:2012 (Trees in

relation to design, demolition and construction – Recommendations). The TPP shall also clearly indicate on a dimensioned plan superimposed on the building layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded.

REASON: To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Local Plan Policy DM22 and Policy 7.21 of the London Plan (2016).

## **NO COMMENCEMENT – APART FROM DEMOLITION**

### 7. Surface Water Drainage

No development shall take place, other than works of demolition, until details of works for the disposal of surface water, including surface water attenuation and storage, have been submitted to, and agreed in writing by, the local planning authority. The submitted details shall include measures to prevent water pollution and details of SuDS and their management and maintenance.

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 an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited, in accordance with London Policies 5.13 & 5.15 of the London Plan (2015) and Policy AAP 9 of the Local Plan (2013). To ensure that measures are agreed and built-in to the development to manage and reduce surface water run-off, this condition is a PRE-COMMENCEMENT condition.

### 8. Foul Water Drainage

No development shall take place, other than works of demolition, until a foul water drainage strategy, has been submitted to and agreed in writing by the local planning authority. The development shall not be occupied until the agreed drainage strategy has been implemented.

REASON: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, in accordance with Policy 5.14 of the London Plan (2016) and Harrow Core Strategy Policy CS1, and to ensure that the development would be resistant and resilient to foul water flooding in accordance with Policy AAP 9 of the Local Plan (2013). To ensure that measures are agreed and put in place to dispose of foul water arising from the development, this condition is a PRE-COMMENCEMENT condition.

### 9. Detailed Highway Design

No development shall take place, other than works of demolition, until the detailed

design of highway works within the site along Gladstone Way and Peel Road to prevent conflict between pedestrian and cyclists and service vehicles have been submitted and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and thereafter retained.

REASON: To ensure the safety of all users on the highway users in accordance with policy DM 42 of the Harrow Development Management Policies Local Plan (2013).

#### 10. Levels

Notwithstanding the details shown on the drawings, no site works or development shall commence (other than demolition works) until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the level of the site, have been submitted to, and agreed in writing by the local planning authority. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement in accordance with Policies AAP 1, AAP 4, AAP 9, and AAP19 of the Harrow and Wealdstone Area Action Plan (2013) and policies DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013). To ensure that appropriate site levels are agreed before the superstructure commences on site, this condition is a PRE-COMMENCEMENT condition.

### **NO DEMOLITION OF NO. 22 PALMERSTON ROAD**

#### 11. Place of Worship

No demolition of No. 22 Palmerston Road shall take place until an alternative building for an acceptable replacement D1 (h) Place of Worship has been secured.

REASON: To ensure there is no loss of community facilities and to ensure the development would accord with local plan policies CS1 Z, DM 46 and DM 47 and Policy 3.16 in the London Plan (2016).

### **NO DEVELOPMENT ABOVE GROUND FLOOR SLAB**

#### 12. Transitional Travel Strategy

The New Civic office building hereby approved shall not progress beyond the ground floor slab level until a Transitional Travel Strategy (TTS) with agreed measures to manage the movement of relevant services from the existing Civic Centre to the office building has been submitted to and approved in writing by the Local Planning Authority. The TTS shall include (but not be limited to) the following measures:

- a) The details including role and appointment of the Office Travel Plan Coordinator
- b) Undertaking a phased reduction of car parking at the existing Civic Centre;

- c) Reviewing of existing arrangements and requirements for each service;
- d) Exploring the feasibility of providing alternative options for staff car parking in locations easily accessible by sustainable modes of transport
- e) Implementation of new pool car arrangements; and
- f) Providing personalised travel planning

The TTS shall be implemented immediately following approval of the plan and shall continue for a period of at least 6 months following first occupation of the building.

REASON: To ensure a satisfactory transition from the existing Civic Centre to the New Civic office building hereby approved and to promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Polices Local Plan (2013).

### 13. External Materials

Notwithstanding the details shown on the approved drawings, the New Civic office building hereby approved shall not progress beyond the ground floor slab level until samples of the materials 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 building;
- b) windows/doors for the building.
- c) Ground surfacing

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 in accordance with Policies 7.6 and 7.7 of the London Plan (2016) and Policies AAP 4 and AAP 6 of the Local Plan (2013).

### 14. Hard and Soft Landscaping

The New Civic office building hereby approved shall not progress beyond the ground floor slab level until a scheme for the hard and soft landscaping details for the ground level public realm areas have been submitted to, and agreed in writing by, the local planning authority. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. Hard landscaping details shall include details of hard surfacing materials, raised planters and external seating, proposed finished levels, boundary treatment and means of enclosure to circulation areas including hand rails and railings and any minor artefacts and structures.

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 provision for soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm and to ensure a high standard of design, layout and amenity in accordance with Local Plan Policies CS.1B, AAP1, AAP4 and Policy 7.4B of The London Plan (2016) and to ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity in accordance with Local Plan Policies AAP 12 and DM 21.

#### 15. External Lighting

Notwithstanding the details set out in the Lighting Statement (December 2017) and drawings GAP 1001P Rev F, GAP 3001P Rev C, GAP 4101P Rev E, GAP 4101P Rev E, GAP 4201P Rev G, GAP 4301P Rev C and HNC-NC-07-801-Rev 1 – Northern Entrance Bay Study, the New Civic office building hereby approved shall not progress beyond the ground floor slab level until details of the lighting of all public realm and other external areas (including buildings) within the site has been submitted to, and agreed in writing by, the local planning authority.

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 incorporates lighting that contributes to Secured by Design principles, achieves a high standard of residential quality in accordance with Local Plan Policy AAP 4 and to ensure that the development does not unduly impact on the biodiversity potential of the site in accordance with Local Plan Policy DM 20.

#### 16. Ecological Mitigation and Management Plan

The New Civic office building hereby approved shall not progress beyond the ground floor slab level until an Ecological Mitigation and Management Plan (EMMP) has been submitted to and approved in writing by the local planning authority. The EMMP shall:

- a) Set out details of the two bird nesting boxes to be installed in proposed Tress PT13 and PT14 (as identified on drawing GA\_P\_4201P\_Rev\_G)
- b) Identify suitable proposed trees for the installation of two further bird nesting boxes and set out details of these boxes
- c) Set out other measures to help to maximise the biodiversity value of the scheme, such as the inclusion of a brown roof and the use of native species planting / seed mixes appropriate to the urban setting of the site
- d) The removal and treatment of existing cotoneaster

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 in accordance Local Plan Policies AAP 12 and DM 21.

#### 17. Combined Heat and Power

The New Civic office building hereby approved shall not progress beyond the ground floor slab level until a specification of any proposed combined heat and power plant to include any drawings of the flue, and arrangements for testing the emissions from the plant, have been submitted to, and agreed in writing by, the local planning authority. The aforementioned arrangements shall include a timetable for testing the plant and for reporting the test results to the local planning authority for the authority's approval in writing.

Any combined heat and power plant shall be installed and thereafter retained in accordance with the specification so agreed, and the testing shall be carried out in accordance with the arrangements so agreed.

In the event that the local planning authority does not approve the test results, such remedial action as shall be specified in writing by the local planning authority shall be carried out no later than a date as shall be specified in writing by the local planning authority.

REASON: To ensure that the emissions from the combined heat and power system comply with the standards published at Appendix 7 of the Mayor of London's Sustainable Design & Construction supplementary planning document (2014) (or such appropriate standards as may supersede them) and that the development is consistent with the provisions of Policy 7.14 of the London Plan (2015).

## **PRIOR TO OCCUPATION**

### **18. Mechanical Ventilation**

The New Civic office building hereby approved shall not progress beyond the ground floor slab level until details of extraction flues and ventilation systems to control odour from the kitchen on the fourth-floor of the building have been submitted to and approved in writing by the Local Planning Authority.

The application shall be implemented in full accordance with such details before the kitchen is first brought in to use and be maintained thereafter.

REASON: To ensure that the development safeguards residential amenity and is carried out to the highest standards of architecture and materials in accordance with Local Plan Policy DM1 and Policies 7.6 and 7.7 of the London Plan (2015) and Policies AAP 4 and AAP 6 of the Local Plan (2013).

### **19. Landscaping Roof Terrace**

The New Civic office building hereby approved shall not be occupied until details of the layout and hard and soft landscaping details of the fourth-floor roof terrace have been submitted to, and agreed in writing by, the local planning authority. Hard landscaping details shall include: hard surfacing materials, raised planters, external seating and any railings/screening to the perimeter. Soft landscaping details shall include: planting plans (at a scale not less than 1:100), written specification of

planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme.

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 provision for soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive roof space to ensure a high standard of design, layout and amenity in accordance with policy 7.4B of The London Plan (2015), policy CS.1B of the Harrow Core Strategy (2012) and policies AAP 1 and AAP 4 of the Harrow and Wealdstone Area Action Plan (2013) and to ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity within the Heart of Harrow, in accordance with Policies AAP 12 and DM 21 of the Local Plan (2013).

## 20. Pedestrian Signage

The New Civic office building hereby approved shall not be first occupied until a pedestrian signage strategy has been submitted to, and agreed in writing by, the local planning authority. The strategy shall set out proposed signage within the site and surrounding area

Signage in accordance with an approved strategy shall be erected before the building first comes in to public use.

REASON: To direct visitors to the New Civic office building to the entrance that is most appropriate to their needs and to help ensure an inclusive, legible pedestrian and cycling environment in accordance with policy DM 2 of the Harrow Development Management Policies Local Plan (2013).

## 21. Soft Landscaping Management and Maintenance

The development hereby approved shall not be occupied until a scheme for the on-going management and maintenance of the soft landscaping within the development, to include a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for a minimum period of 5 years for all landscape areas, and details of irrigation arrangements and planters, has been submitted to, and agreed in writing by, the local planning authority.

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

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity with the Heart of Harrow, in accordance with Policies DM22, AAP 7 and AAP 12 of the Local Plan (2013), and to ensure a high standard of design, layout and amenity in accordance with Policy DM1 of the Local Plan.



## 22. Car Park Management Plan – New Civic Office Building

The New Civic office building hereby approved shall not be first occupied until an Office Parking Management Plan has first been submitted to, and agreed in writing by, the local planning authority. The plan shall set out the following:

- a. Details of the 20% of general spaces that are to be 'active' electric vehicle charging point spaces and 10% of general spaces that are to be 'passive' electric vehicle charging point spaces
- b. Mechanism for increasing the number of general spaces that have an 'active' electric vehicle charging point if monitoring demonstrates additional demand.
- c. Details of the pool car booking and management system.
- d. Details of the allocation and management of the accessible car parking spaces.
- e. Details of roller shutters, gates or other means of controlling access to the basement car park.

The development shall be carried out and operated only in accordance with the plan so agreed.

REASON: To ensure that the car parking is managed in a satisfactory manner and that sufficient electric vehicle charging points are provided in accordance with Local Plan Policies AAP 19 and DM42 and Policy 6.13 of the London Plan (2016).

## 23. Access and Car Park Management Plan – Public Car Parking

The public car parking hereby approved shall not be first brought in to use until an Access and Public Car Park Management Plan has first been submitted to, and agreed in writing by, the local planning authority. Notwithstanding what is shown on the approved drawings, the plan shall set out the following:

- a. Details of the vehicular access (including signage and line markings) that facilitate right-in and right-out movements
- b. Details of transitional arrangements for the surface car park.
- c. Details of a vehicular access height restriction barrier;
- d. Public opening hours; and
- e. Maximum length of stay and charging regime.

The development shall be carried out and operated only in accordance with the plan so agreed.

REASON: To ensure that the car parking is accessed and managed in a satisfactory manner and which allows for possible future highway improvement scheme in accordance with Local Plan Policy AAP 19, and Policy 6.13 of the London Plan (2016).

## 24. Full Delivery and Servicing Plan

The office building hereby approved shall not be first occupied until a Delivery and Servicing Plan has first been submitted to, and agreed in writing by, the local planning authority. The Plan will include setting out permitted delivery times.

Use of the office building shall adhere to the plan so agreed.

REASON: To ensure that the transport network impact of deliveries associated with the New Civic office building is managed in accordance with Local Plan Policy DM1 and Policy 6.3 of the London Plan (2016).

## **POST OCCUPATION**

### **25. Full Office Travel Plan**

Within 6 months of the first occupation of the development a Full Office Travel Plan shall be submitted in writing to the Local Planning Authority for its written approval . The submitted Travel Plan shall include that:

- A) A baseline survey shall be undertaken within 6 months of first occupation of the New Civic office building hereby approved. Further monitoring surveys shall thereafter be undertaken during the same calendar month as the baseline survey, for a period of not less than five years in the 3<sup>rd</sup> and 5th years from first occupation of the building.
- B) Within two months of carrying out the monitoring surveys, the occupier shall submit a written monitoring report to the local planning authority.
- C) The principal occupier/owner undertakes that it will each year submit a written annual monitoring report to the local planning authority which shall demonstrate how the Travel Plan has been implemented during the previous 12 - 24 month period to include:
  - a. Measures introduced and actions taken to promote the Travel Plan.
  - b. A statistical summary of the modal split of employees and users disclosed by the monitoring surveys.
  - c. The progress of the Travel Plan in achieving targets; and
  - d. in the event that targets as set out in the Travel Plan are not achieved identifying any proposed amendments to the Travel Plan together with a plan for future actions to be implemented.
  - e. And any measures identified in part (d) shall be submitted to the for agreement.

REASON: To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Polices Local Plan (2013).

### **26. Sustainability and Energy**

The development shall be undertaken in accordance with the approved Sustainability Statement (Ref 40451/3008 Version 3, dated December 2017) and Energy Statement (Ref 40451 Rev P4 dated December 2017) or any such revised Energy Statement that may be approved in writing by the local planning authority. Within 3 months (or other such period agreed in writing by the local planning authority) of the final completion of the New Civic office building hereby approved a post construction assessment shall be undertaken demonstrating compliance with the approved

Energy Statement which thereafter shall be submitted in writing to the local planning authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with the National Planning Policy Framework 2012, policies 5.2.B/C/D/E of The London Plan (2016) and policy AAP 4 of the Harrow and Wealdstone Area Action Plan (2013).

#### 27. Decentralised Energy Network 1

The New Civic office building hereby approved shall facilitate a connection to the proposed Harrow District Heating Network (DHN) pursuant to the Council's Energy Masterplan (December 2015) by safeguarding a pipeline route along Gladstone Way and providing a point of connection in the building.

If prior to practical completion of the New Civic building a DHN is operational, the building shall be connected to the DHN within 6 months of it being first occupied.

If prior to the practical completion of the New Civic building there is a written agreement between the Council and intended operator of the DHN that the DHN will be delivered and that heat is expected to be available within 5 years of practical completion, temporary gas boilers only will be installed in the New Civic building in anticipation of connection to the DHN.

Otherwise, details of a local Combined Heat and Power (CHP) engine, thermal store and a PV array to be installed in the New Civic office building shall be submitted in writing for the approval of the local planning authority prior to practical completion of the building being achieved. An approved CHP engine, thermal store and PV array shall be installed and made operational within 6 months of first occupation and shall thereafter be retained in accordance with the arrangements so agreed.

Thereafter, in the event that a DHN becomes operational, the new Civic office building shall be connected to it within 6 months of it becoming operational and the CHP engine will be decommissioned.

REASON: To ensure the delivery of a sustainable development in accordance with the National Planning Policy Framework 2012, policies 5.5 and 5.6 of The London Plan (2016) and policy AAP 10 of the Harrow and Wealdstone Area Action Plan (2013).

### **COMPLIANCE**

#### 28. Office Travel Plan Implementation

Unless otherwise agreed in writing by the local planning authority, the New Civic office building shall be operated in accordance with the approved Office Travel Plan submitted under condition **26** in accordance with the timescales contained in the

Travel Plan (or as amended by the written agreement between the local planning authority and principal occupier). The principal occupier/owner shall use all reasonable endeavours to ensure that the Travel Plan is complied with and that each of the targets contained in the Travel Plan are met. The principal occupier/owner shall continue to implement and observe the requirements and obligations set out in the Travel Plan (or such amended plan as may be agreed between the principal occupier/owner and the local planning authority) for a period of not less than five years following first occupation of the building. If monitoring demonstrates that there is the need for long-stay cycle parking spaces in addition to those required by Condition 31, the principal occupier/owner shall provide up to an additional 14 spaces in locations to be agreed in writing by the local planning authority within 12 months of the need being identified.

REASON: To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan polices 6.1 and 6.3 and policy DM 42 of the Harrow Development Management Polices Local Plan (2013).

### 29. Car and Cycle Parking

The basement car parking (34 car parking spaces and 4 motorcycle spaces), cycle parking pavilion (100 long-stay cycle parking spaces including at least 5 non-standard large cycle parking spaces) and surface level visitor cycle parking (22 cycle parking spaces) shown on the approved drawings shall be provided and made ready for use before the office building is first occupied and shall be retained thereafter.

REASON: To accord with Local Plan Policy DM42 and Policy 6.13 of the London Plan (2016).

### 30. Use of Fourth Floor Roof Terrace

Unless otherwise agreed in writing by the local planning authority, the fourth-floor roof terrace hereby approved shall only be open for use between: 08.00 and 20:00 on Mondays to Sundays (including public holidays).

REASON: To ensure that the operation of the ground floor uses is compatible with residential amenity.

### 31. Noise from the New Civic office building

No music or any other amplified sound generated within the New Civic office building or on the fourth floor roof terrace, shall be audible at the boundary of any residential premises in the vicinity of, the premises to which this permission refers.

REASON: To ensure that the proposed development does not give rise to noise nuisance to neighbouring residents in accordance with policy DM1 of the Harrow Development Management Polices Local Plan (2013)

### 32. Noise – Mechanical Plant

The rating level of noise emitted from any plant, machinery and equipment on the site, including within the approved electrical substation, shall be lower than the existing background level by at least 10 dB(A). Noise levels shall be determined at one metre from the boundary of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with BS 4142:2014. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which the plant is or may be in operation.

Before any plant is used, measurements of the noise from the plant must be taken and a report / impact assessment demonstrating that the plant (as installed) meets the design requirements, shall be submitted to be approved in writing by the Local Planning Authority.

REASON: To ensure that the development achieves a high standard of amenity for future occupiers of this and the neighbouring buildings, in accordance with Local Plan Policy DM1 and Policy 7.6 of the London Plan (2016).

### 33. Implementation of hard and soft Landscaping

All hard landscaping shall be carried out prior to the New Civic office building or the public car parking being brought in to use or in accordance with a programme first agreed in writing by the local planning authority. All soft landscaping works including planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out no later than the first planting and seeding season following the New Civic office building being brought in to use or the completion of the development, whichever is the sooner.

Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged, diseased or defective, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes (i) to the creation of a high quality, accessible, safe and attractive public realm and (ii) to the enhancement, creation and management of biodiversity with the Heart of Harrow, in accordance with Policies DM22, AAP 7 and AAP 12 of the Local Plan (2013), and to ensure a high standard of design, layout and amenity in accordance with Policy DM1 of the Local Plan.

### 34. Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 5.21 of the London Plan 2016 and Policy DM 15 of the Harrow Development.

### 35. Protection for Breeding Birds

If the development hereby permitted commences during the bird breeding season (March to August) inclusive trees and buildings in the vicinity of the site shall be examined for nests or signs of breeding birds. Should an active bird's nest be located, time must be allowed for birds to fledge and the nest should not be disturbed during building works.

REASON: To safeguard the ecology and biodiversity of the area in accordance with policies DM 21 and DM 22 of the Harrow Development Management Policies Local Plan (2013).

### 36. Design Team Retention

The applicant shall use reasonable endeavours to ensure that the scheme architects continue to be employed as the lead design architect and the landscape architects continue to be employed until Practical Completion to produce all drawings in respect of all design and materials planning permission conditions including 10, 12 and 14 and any non-material and minor amendments changes which may have an impact on the planning permission drawings. Where necessary the architects and landscape architects shall produce drawings of any necessary revisions. Where the architect or landscape architect does not produce the drawings submitted in support of an application to discharge a condition or any revisions, the drawings should be endorsed and agreed by the scheme architect or landscape architect (as appropriate) before they are submitted to the local planning authority for approval.

REASON: To ensure that the development is carried out to the highest standards of architecture and materials in accordance with Policies 7.6 and 7.7 of the London Plan (2016) and Policies AAP 4 and AAP 6 of the Local Plan (2013).

### 37. Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification), no development which would otherwise fall within Class O in Part 3 of Schedule 2 to that Order shall be carried out without the prior written permission of the local planning authority.

REASON: To safeguard the business use of the proposed development and vitality of the area in accordance with London Plan Policy 2013 and Local Plan Policies CS1 and AAP3.

## **Conditions relating to the 'Outline' element**

### 1. Timing

Applications for approval of the Reserved Matters for the development hereby approved shall be made to the local planning authority before the expiration of 3 years from the date of this planning permission.

The development hereby approved shall be begun no later than 2 years from the approval of the last Reserved Matter.

REASON: To comply with the provisions of section 92 of the Town and Country Planning Act 1990.

### 2. All Matters Reserved

Approval of the details shown below (the Reserved Matters) shall be obtained from the local planning authority in writing before any development is commenced:

- (a) The Layout
- (b) Scale
- (c) AppearanceAccess
- (d) Landscaping

The development shall not be carried out otherwise than in accordance with the reserved matters thus approved.

REASON: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

### 3. Approved Plan and Documents

Unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the approved Parameter Plan (HNC-A-07-001 Rev P2) and documents.

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

## **PRE-COMMECEMENT (INCLUDING DEMOLITION)**

### 4. 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;
- 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; and
- i) Measures to ensure that pedestrian access to the residential flats on the upper floors of No. 34 the High Street is maintained at all times.

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, in accordance with Local Plan Policies DM1 and DM43 and Policies 7.14 and 7.15 of the London Plan (2016) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2016), this condition is a PRE-COMMENCEMENT condition.

#### 5. Construction and Site Waste Management Plan

No development shall take place, including any works of demolition, until a construction and site waste management plan, setting out arrangements for the handling of excavation, demolition and construction waste arising from the development, and to make provision for the recovery and re-use of salvaged materials wherever possible, has been submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved plan or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure that waste management on the site is addressed from construction stage and to promote waste as a resource, in accordance with Policy CS1 X of the Core Strategy (2012). To ensure that measures are agreed and in place to manage and re-use waste arising during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

#### 6. Non-Road Mobile Machinery

The development shall not be commenced, including any works of demolition, until details have been submitted and approved in writing by the local planning authority for all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM should meet as minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM must be registered on the NRMM register <https://nrmm.london/user-nrmm/register>. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.



REASON: To ensure that the development would not result in a deterioration of air quality in accordance with, Local Plan Policies AAP 4 and DM1 and Policy 7.14 of the London Plan (2016) to ensure that suitable vehicles would be used during the construction process, this is a PRE-COMMENCEMENT CONDITION.

## 7. Levels

Notwithstanding the details shown on the drawings, no site works or development shall commence (other than demolition works) until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the level of the site, have been submitted to, and agreed in writing by the local planning authority. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement in accordance with Policies AAP 1, AAP 4, AAP 9, and AAP19 of the Harrow and Wealdstone Area Action Plan (2013) and policies DM 1 and DM 42 of the Harrow Development Management Policies Local Plan (2013). To ensure that appropriate site levels are agreed before the superstructure commences on site, this condition is a PRE-COMMENCEMENT condition.

## **ACCOMPANYING RESERVED MATTERS APPLICATIONS**

### 8. Car Parking

Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale, appearance, access and landscaping shall make provision for two car parking spaces for disabled members of staff and/or visitors and cycle parking that accord with Tables 6.2 and 6.3 of the London Plan (2016).

REASON: To ensure satisfactory parking arrangements in accordance with Local Plan Policies AAP19 and DM42 and Policy 6.13 of the London Plan (2016).

### 9. Travel Plan

Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and access shall be accompanied by a Travel Plan that sets out up-to-date travel surveys of the existing ashram temple at No. 22 Palmerston Road and measures to encourage greater use of sustainable transport modes, particularly cycling and walking and principles for managing the use of the two car parking spaces required by Condition [8](#).

The building shall be operated only in accordance with a Travel Plan that has been submitted to and approved in writing by the local planning authority.

REASON: To encourage shifts to more sustainable modes of travel in accordance with Local Plan Policy DM43 and Policies 6.11 and 6.14 of the London Plan (2016).

## 10. Energy Statement

Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and scale shall be accompanied by an Energy Statement. This will set out how energy use and carbon dioxide emissions are to be reduced in accordance with the London Plan energy hierarchy. It will include consideration of the following:

- a. Connecting with a future District Heat Network
- b. Incorporating a stand-alone Combined Heat and Power system;
- c. Incorporating onsite renewable energy technology

The building shall be constructed and operated only in accordance with an Energy Statement that has been submitted to and approved in writing by the local planning authority.

REASON: To ensure that the building is designed to meet the highest possible environmental standards in accordance with Local Plan Policy DM14 and Policies 5.2, 5.6, 5.7 and 5.9 of the London Plan (2016).

## 11. Drainage

Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and scale shall be accompanied by a surface water and foul water drainage strategy to be agreed in writing by the Local Planning Authority. This shall include details of works for the disposal of surface water, including surface water attenuation and storage works and measures to prevent water pollution and details of SuDS and their management and maintenance.

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 an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited, in accordance with London Policies 5.13 & 5.15 of the London Plan (2015) and Policy AAP 9 of the Local Plan (2013).

## 12. Full Delivery and Servicing Plan

Applications for approval of Reserved Matters submitted pursuant to this permission relating to access shall be accompanied by a Full Delivery and Servicing Plan to be agreed in writing by the local planning authority. The Plan will include setting out permitted delivery times.

Use of the ashram temple shall adhere to the plan so agreed.

REASON: To ensure that the transport network impact of deliveries associated with the ashram temple is managed in accordance with Local Plan Policy DM1 and Policy 6.3 of the London Plan (2016).

## 13. Inclusive Design

Applications for approval of Reserved Matters submitted pursuant to this permission relating to access, layout and landscaping shall be accompanied by an Access Statement setting out how inclusive design principles, including those that relate specifically to the needs of older and disabled people, are to be integrated into the detailed design of the development.

REASON: To ensure that the development achieves the highest standards of inclusive design in accordance with Local Plan Policies DM1 and DM2 and Policies 7.1 and 7.2 of the London Plan (2016).

## **COMPLIANCE**

### **14. Flood Risk**

The development shall be undertaken in accordance with the approved Flood Risk Assessment and Surface Water Drainage Strategy Ref: 40451/2001 Rev 3, dated December 2017. This shall include that the ancillary residential accommodation hereby approved shall be located at a height of 53.0m AOD and above and that, unless otherwise approved by the local planning authority, access to any basement is from within the northern part of the building in flood zone 1.

Reason: To ensure the safety those sleeping in the building in accordance with Local Plan Policies CP3, AAAP9, DM9 and DM10 and Policies 5.12 and 5.13 of the London Plan (2016).

### **15. Unexpected Contamination**

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy 5.21 of the London Plan 2015 and Policy DM 15 of the Harrow Development.

### **15. Opening Hours**

The place of worship hereby permitted shall not be open outside the hours of 06:30 to 23:00 Monday to Friday and Sunday (including public holidays) and 06.30 to

24:00 on Friday and Saturday and 06.30 to 01.00 the next day on special events and festivals\*

REASON: To safeguard the residential amenities of the occupiers of the site in accordance with policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

**Plan List: To Follow**