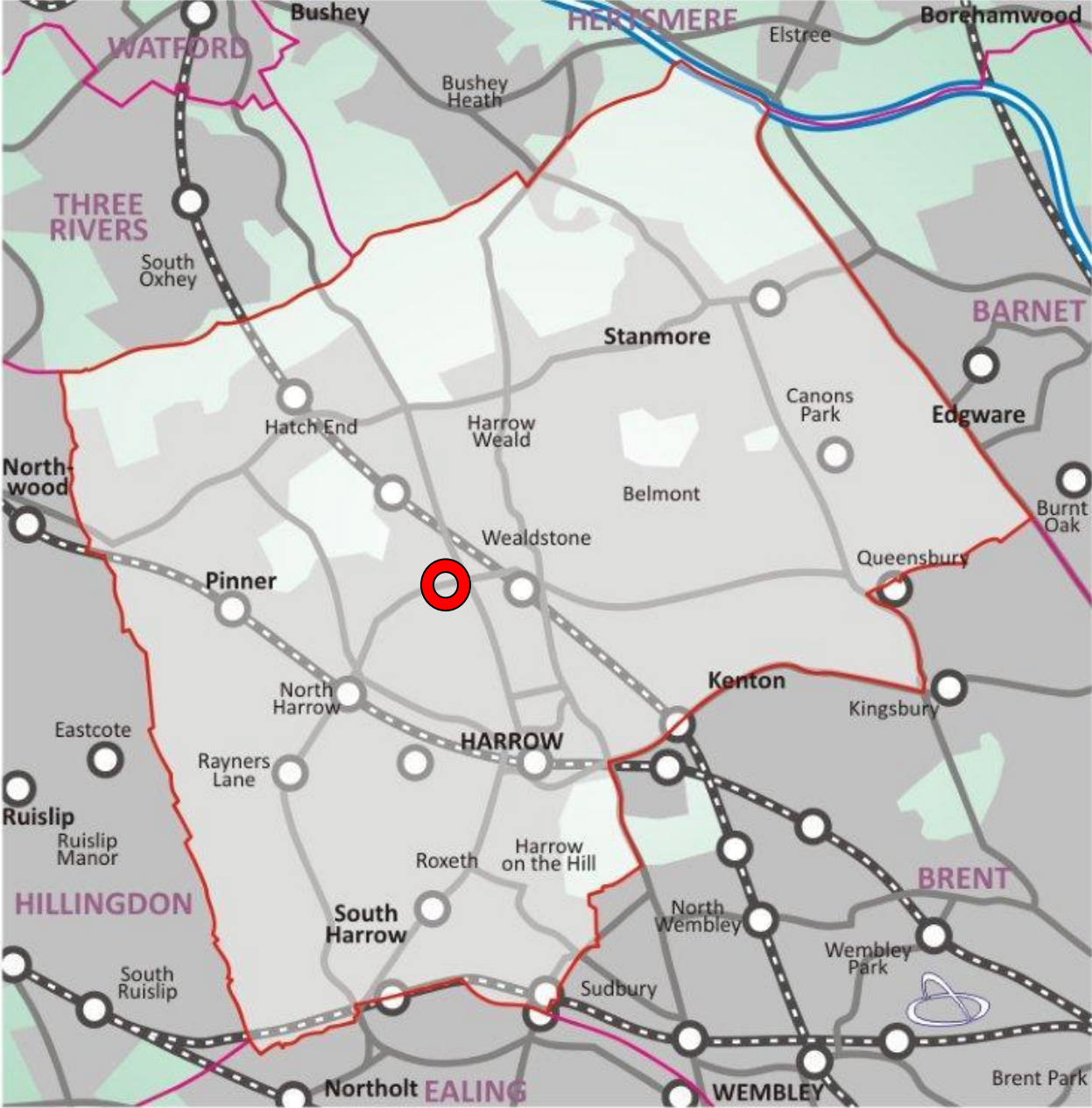
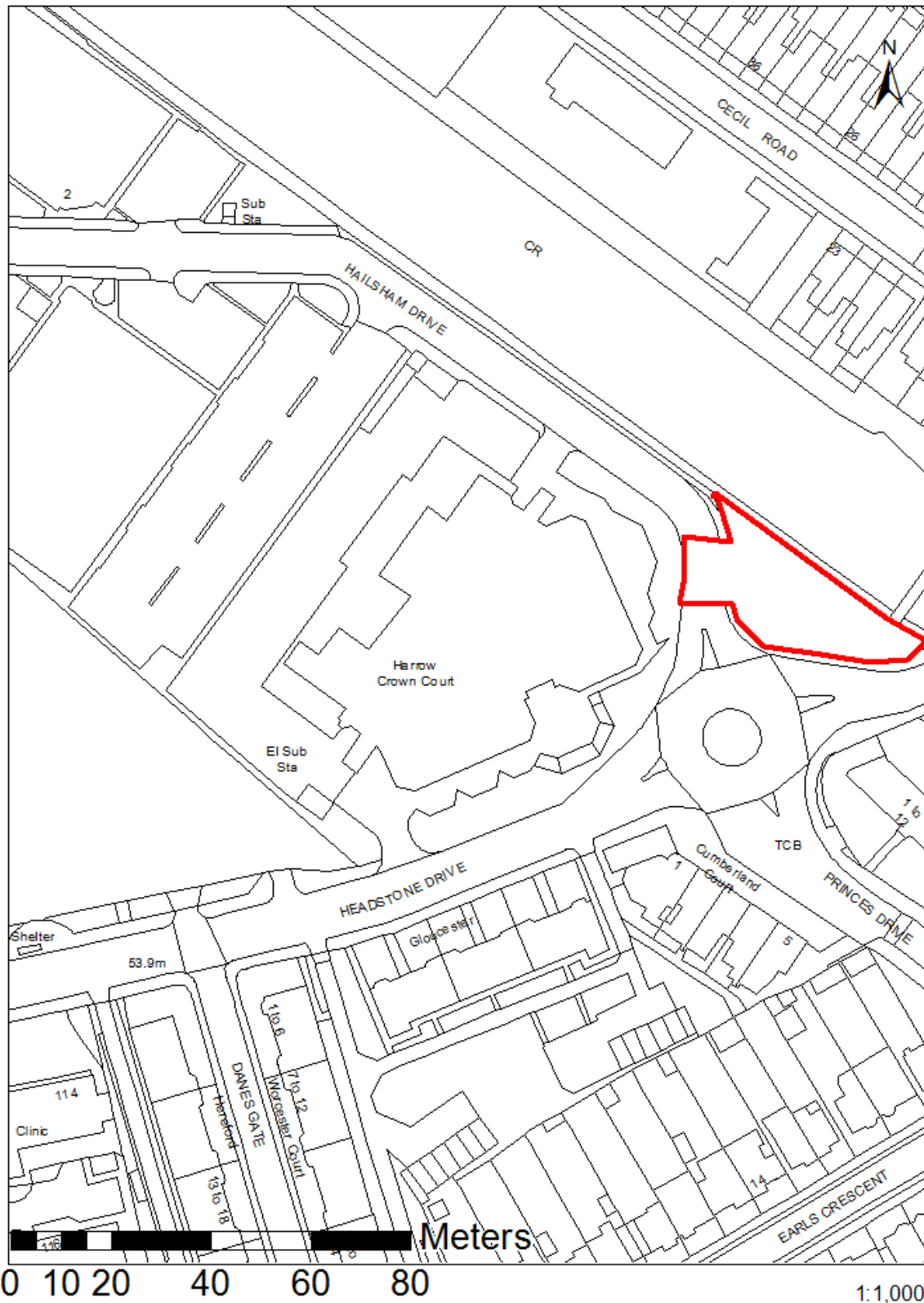


 = application site



Vacant Land Northeast of Hailsham Drive	P/2028/18
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Waverley Industrial Estate, Hailsham Drive HA1 4TR



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LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

17th October 2018

APPLICATION NUMBER: P/2028/18
VALIDATE DATE: 25TH MAY 2018
LOCATION: VACANT LAND NORTHEAST OF HAILSHAM DRIVE, HARROW,
WARD: WEALDSTONE
POSTCODE: HA1 4TR
APPLICANT: ESKMUIR PROPERTIES LIMITED
AGENT: SAVILLS
CASE OFFICER: NABEEL KASMANI
EXTENDED EXPIRY DATE: 24/10/2018

PROPOSAL

Outline application for access only: redevelopment to create new building for up to nine flats; new access and associated works (with appearance, scale, layout and landscaping reserved)

RECOMMENDATION

The Planning Committee is asked to:

- 1) agree the reasons for approval as set out in this report, and
- 2) grant planning permission subject to the conditions listed in Appendix 1 of this report:

REASON FOR THE RECOMMENDATIONS

Subject to consideration of detailed reserved matters and appropriate conditions, the access to the site would respond positively to the adjoining road network and would provide safe and secure access to the site.

The decision to GRANT outline permission has been taken having regard to the National Planning Policy Framework (2018), the policies and proposals in The London Plan (2016), the Harrow Core Strategy (2012) and the Development Management Policies Local Plan (2013), and to all relevant material considerations, and any comments received in response to publicity and consultation

INFORMATION

This application is reported to Planning Committee as the proposed access is for a development which would potentially create more than two residential units and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type:	(E)13 Minor Dwellings
Council Interest:	None
GLA Community	£34,545
Infrastructure Levy (CIL)	
Contribution:	
Local CIL requirement:	£98,750

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 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 proposed access 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
- Nation 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	Vacant Land Northeast of Hailsham Drive, Harrow, HA1 4TR
Applicant	Eskmuir Properties Limited
Ward	Wealdstone
Local Plan allocation	n/a
Conservation Area	n/a
Listed Building	n/a
Setting of Listed Building	n/a
Building of Local Interest	n/a
Tree Preservation Order	n/a
Flood Zone	EA Flood Zone 1
Other	Located Within the Harrow and Wealdstone Opportunity Area

Housing (for indicative purposes only)		
Density	Proposed Density hr/ha	377hr/ha
	Proposed Density u/ha	169u/ha
	PTAL	5
	London Plan Density Range	200–700 hr/ha 70-260 u/ha
Dwelling Mix	1 bed	5
	2 bed	4

Transportation (for indicative purposes only)		
Car parking	No. Existing Car Parking spaces	0
	No. Proposed Car Parking spaces	6
Cycle Parking	No. Existing Cycle Parking spaces	0
	No. Proposed Cycle Parking spaces (residential use)	13
Public Transport	PTAL Rating	5
	Closest Rail Station / Distance (m)	Harrow and Wealdstone 350m to east
	Bus Routes	H9,H10, 140, 180, 186, 258, 340, 640, N18 (all located in Wealdstone Town Centre)
Parking Controls	Controlled Parking Zone	C
	CPZ Hours	10am - 11am Mon - Fri
	Other on-street controls	Single Yellow Line – 8am – 6.30pm Mon-Sat
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	communal refuse store within application site

PART 2: Assessment

1.0 SITE DESCRIPTION

- 1.1 The application site consists of a vacant parcel of land (approximately 0.06ha) located on the north-east side of Hailsham Drive and fronting the junction with Headstone Drive
- 1.2 The application site sits at an elevated level adjacent to Headstone Drive. The application site is currently overgrown with shrubbery. The site frontage features four large advertising boards in addition to signage for Waverley Industrial Park. The site has a Public Transport Accessibility Level (PTAL) rating of 5.
- 1.3 Harrow Crown Court is located to the south-west of the application site. Warwick Court, a three storey residential block is located beyond the highway roundabout to the east of the application site. Cumberland Court, a three storey terrace block with commercial uses on the ground floor and residential uses on the upper floor is located to the south of the application site at the intersection with Princess Drive
- 1.4 The mainland railway line running from London Euston to Birmingham adjoins the application site to the north
- 1.5 The application site is located within a Critical Drainage Area and within the Harrow and Wealdstone Opportunity Area as defined by the Local Policies Map and the adopted Harrow and Wealdstone Area Action Plan (2013).

2.0 PROPOSAL

- 2.1 The application is made in outline form for access only with all other matters (appearance, layout, scale and landscaping) reserved. The application proposes the redevelopment of the site to create a new residential building; new access and associated landscaping.
- 2.2 The development proposes a residential use for the site (Use Class C3) with a maximum threshold of nine units. Indicative layout plans and massing drawings indicate that the new building would be up to five storeys in height and would have a broadly rectangular form and would be sited towards the southern part of the application site
- 2.3 Details of the appearance, layout, scale and landscaping of the development are not under consideration and would be considered under future reserved matters applications.
- 2.4 Access details are proposed as part of the application and a new crossover is proposed towards the north-eastern part of the application site fronting Hailsham Drive. A 30m visibility splay out of the site to the left and a 43m visibility splay to the right of the application site would be provided.

3.0 **RELEVANT PLANNING HISTORY**

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

Ref no.	Description	Status and date of decision
P/2870/11	Creation of 11 car parking spaces with associated hardsurfacing	Grant 20-12-2011

4.0 **CONSULTATION**

4.1 A total of 21 consultation letters were sent to neighbouring properties regarding this application.

4.2 The overall public consultation period expired on 22nd June 2018.

4.3 Adjoining Properties

Number of letters Sent	21
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.4 Statutory and Non Statutory Consultation

4.5 The following consultations have been undertaken.

LBH Highways
LBH Drainage
LBH Environmental Health
LBH Design
LBH Landscape
Network Rail
TFL

4.6 External Consultation

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

LBH Highways

For submission of a full application, an outline construction logistics plan will be required and subsequently a detailed plan will be required as a pre-commencement condition. The proposed access appears to be fine and the potential impact with the existing taxi rank and street light can be considered under reserved matter applications.

LBH Drainage

The submitted FRA is satisfactory. No objection subject to conditions

LBH Environmental Health

There is nothing in the noise report that gives any remedial works proposed.

The Noise assessment is based on the Government's National Planning Policy Framework (NPPF) of March 2018, which cancelled PPG24 "Planning and noise" giving the Government's previous guidance on noise issues. NPPF states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE), these aims should be achieved within the context of Government policy on sustainable development.

I accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues by the imposition of appropriate planning conditions controlling noise impacts. It should be noted that a condition will be imposed on requiring noise insulation and ventilation to provide satisfactory internal noise levels in the proposed new residential blocks.

The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, however until such mitigation measures are provided, I would have to object to this application on the grounds that there is not enough information provided by the applicant to ensure that any future occupiers would not be subject to undue noise levels.

There is no indication of where the blocks will be sited and their distance from the lines, there is no vibration assessment nor is there any night-time noise monitoring – just daytime. It is also worth noting that the measurement location

was carried out within the centre of the site – I would expect this to be closer to the rail lines for a more accurate representation of noise levels.

LBH Landscape

No objections. Reserved matters would need to include detailed landscape, management and maintenance conditions, as well as boundary treatment and levels.

Network Rail

When designing proposals, the developer and LPA are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary fence, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability.

The applicant must continue to engage with Network Rail and all works to be undertaken via a BAPA. No works are to commence on site until agreed with Network Rail. Agreement with Network Rail will be required for all:

- Excavation / earthworks
- Drainage works
- Crane working
- Vibro-impact works
- Boundary treatments
- Risk assessments and method statements
- Scaffolding
- Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.
- Lighting proposals

The LPA and the developer (along with their chosen acoustic contractor) are recommended to engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings.

Network Rail is aware that residents of dwellings adjacent to or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the LPA via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction.

To note are:

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
- Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
- Network Rail carry out works at night on the operational railway when normal rail traffic is suspended and these works can be noisy and cause vibration.
- Network Rail may need to conduct emergency works on the existing operational railway line which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
- Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for works.
- The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.
- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.
- Any assessments required as part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
- Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.
- Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.
- Noise and Vibration Assessments should take into account any railway depots, freight depots, light maintenance depots in the area. If a Noise and Vibration Assessment does not take into account any depots in the area then the applicant will be requested to reconsider the findings of the report.

TFL

No comment

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 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2017), as this will eventually replace the current London Plan (2016) when adopted and forms part of the development plan for the Borough. The document has been published in draft form in December 2017. The Draft New London Plan showing Minor Suggested Changes, which includes clarifications, corrections and factual updates to the Consultation Draft Plan that would help inform the Examination in Public, was published on 13th August 2018. Given that that the draft Plan is still in the initial stages of the formal process it holds very limited weight in the determination of planning applications. Notwithstanding the above, the draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

5.5 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
- Layout, Design, Character and Appearance
- Housing Supply, Mix and Density
- Residential Amenity
- Transport and Parking
- Flood Risk and Development

6.2 Principle of Development

- 6.2.1 The National Planning Policy Framework (NPPF) provides the Government's overarching planning policy, key to which, is a presumption in favour of sustainable development. The NPPF defines three dimensions to sustainable development: an economic role contributing to building a strong, responsive and competitive economy; a social role supporting strong, vibrant and healthy communities; and, an environmental role contributing to protecting and enhancing our natural, built and historic environment.
- 6.2.2 The NPPF identifies a set of core land-use planning principles which should underpin both plan-making and decision-taking. Those of particular relevance to the site are that planning should:
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
 - encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
 - promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas;
 - actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 6.2.3 The spatial strategy for London is set out at chapter 2 of The London Plan. It uses a number of strategic designations to identify areas for more accelerated levels of change, pursuant to the objective of accommodating London's objectively assessed development needs. Among the designations are 'Opportunity Areas' and 'Intensification Areas'. As part of the now adopted further alterations to the Plan, the strategic designation of Harrow & Wealdstone has changed from that of an Intensification Area to an Opportunity Area, with an expectation that higher density residential and mixed-use development on key strategic sites will contribute to the delivery of 3,000 jobs and a minimum of 2,800 new homes within the Area.
- 6.2.4 At a local level, Harrow's spatial strategy (2012) for the plan period 2009-2026, focuses on the Opportunity Area of Harrow and Wealdstone to deliver growth through higher density residential and mixed-use development, as a location with high levels of public transport accessibility and where there is capacity to accommodate and benefit from major change. Local Plan Policy CS1 incorporates a policy commitment to deliver the employment and housing growth figures set out in the London Plan on sites identified and allocated in an area action plan.
- 6.2.5 The Harrow and Wealdstone Area Action Plan (AAP) (2013) seeks to establish the opportunity area as the 'Heart of Harrow', reassert Harrow's visibility as the capital of Metro-land in London and to reaffirm Harrow town centre's role as a

Metropolitan Centre. In recognition of the different issues and opportunities across the entire Heart of Harrow opportunity area, the AAP designates a total of seven sub areas. The application site is located within the 'Wealdstone West' sub area.

Provision of New Residential Accommodation

6.2.6 Having regard to the planning designations on the site, there are no development plan policies that specifically preclude the provision of a residential use here. While the provision of new housing within the site would accord with the strategic vision of Policy 3.3 of The London Plan (2016) and Policy CS1 of the Harrow Core Strategy (2012), the site is unquestionably constrained by virtue of its location, plot size and characteristics which would impact the compatibility and quality of future residential accommodation that could be provided. Consequently, the site may not be suitable or desirable for a residential use and its acceptability (and other material considerations) would need to be thoroughly assessed at the reserved matters stages.

6.3 Layout, Design, Character and Appearance

6.3.1 Chapter 12 of the NPPF states that Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

6.3.2 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within Chapter seven, which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other relevant design policies in this chapter include specific design requirements relating to inclusive design; designing out crime; local character; public realm; architecture; tall and large scale buildings; and heritage assets.

6.3.3 Policies 7.4B and 7.6B of the London Plan (2016) set out the design principles that all boroughs should seek to ensure for all development proposals. The London Plan 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. London Plan policy 7.6B states, inter alia, that all development proposals should; be of the highest architectural quality, which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation. Development should not be harmful to amenities, should incorporate best practice for climate change, provide high quality indoor and outdoor spaces, be adaptable to different activities and land uses and meet the principles of inclusive design. These

broad principles are carried through in the proposed policies D1 and D2 of the Draft London Plan (2017).

- 6.3.4 Harrow's Core Strategy Policy CS1 seeks to protect the character of Harrow's suburbs and town centres. Policy DM1 on Achieving a High Standard of Development of the Development Management Policies Document requires all development proposals to achieve a high standard of design and layout. This assessment of the design and layout relates to the massing, bulk, scale and height of the proposed building; the appearance; context; space around buildings; the need to retain or enhance existing landscaping; the functionality of the development; the safe, sustainable and inclusive access.
- 6.3.5 Policy AAP4 of the Harrow and Wealdstone AAP seeks to achieve a high standard of development throughout the Heart of Harrow. The policy requires development within the Heart of Harrow to use high quality, durable and serviceable materials to the external finishes of buildings; contribute positively to the wider context in terms of form and ground floor use and incorporate secure by design principles amongst others.
- 6.3.6 As the application is made in outline form, indicative layout plans have been provided with the application. Owing to the Network Rail constraint zones, the proposed building would be located towards the southern part of the application site fronting Headstone Road and Hailsham Drive. The proposed layout of the building would need to be considered carefully as to ensure the building is appropriately sited within the plot and has an acceptable presence on the streetscene. The character of the junction is varied with the Crown Court (a dominant civic building) to the west and the three storey residential / mixed-use buildings to the south of the application site. Within this context, officers consider that a new building could be accommodated on the site. However, owing to the variety of building heights and character at the particular junction, careful consideration would be required on the layout, massing, height, scale and appearance of the proposed building to ensure that it would have a satisfactory impact on the character and appearance of the locality. These would be considered in detail with reserved matter applications.
- 6.3.7 Accordingly, and subject to consideration of detailed reserved matters applications, the proposed development is capable of successfully integrating with surrounding area whilst enabling the promotion of design that would improve the area.
- 6.4 Housing Supply, Mix and Density
- 6.4.1 The NPPF encourages the effective use of land through the reuse of suitably located previously developed land and buildings. London Plan Policy 3.3 provides explicit strategic support for the provision of housing within London. London Plan Policy 2.13 (and supporting Table A1.1) recognises the significant potential of the Harrow and Wealdstone Opportunity Area to accommodate new homes, and identifies a minimum of 2,800 new homes.

- 6.4.2 London Plan Policy 3.4 Optimising Housing Potential seeks to optimise housing output from development by applying the sustainable residential quality density matrix at Table 3.2 of the Plan. Policy AAP5 of the Harrow and Wealdstone Area Action Plan (2013) states that development proposals (on non-allocated sites) within the Heart of Harrow will need to demonstrate the contribution they will make to delivering the objectives to the Heart of Harrow and the relevant sub area objectives. Furthermore, the policy states that residential development proposals should achieve densities within the appropriate range set out in The London Plan.
- 6.4.3 The application site area is 0.6 hectares and it has a public transport accessibility level (PTAL) score of 5 indicating a good level of public transport accessibility. Within the definitions of the London Plan density matrix, the site is considered to have an urban setting. On the basis of the indicative floorplans for a total of nine residential units, the proposal equates to a density of 169 units per hectare and of 377 habitable rooms per hectare. These densities fall well within the overall matrix ranges for urban setting sites. However, as noted above, the matrix is only the starting point for considering the density of development proposals.
- 6.4.4 The indicative floorplans show that there would be 4 x two-bed units and 5 x one-bed units. Details of the number of units and the respective unit mix and layouts would be secured at the reserved matters stage
- 6.5 Residential Amenity
- 6.5.1 A core principle of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy 7.6 of the London Plan states that the design of new buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings in relation to privacy, overshadowing, wind and microclimate. In addition, London Plan states that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence and overshadowing amongst other things. London Plan Policy 7.15 seeks to reduce and manage noise associated with development.
- 6.5.2 Core Strategy Policy CS1 K requires a high standard of design and layout across all tenures within a development and consistent with the London Plan and its associated SPG. Policy DM1 of the Development Management Policies requires all development to achieve a high standard of privacy and amenity, and sets out a range of criteria for the consideration of the same. Policy AAP4 of the Harrow and Wealdstone Area Action Plan requires new homes within the Heart of Harrow to achieve a high standard of residential quality. The Council's Residential Design Guide supplementary planning document is also relevant
- 6.5.3 Harrow Local Plan Policy DM1 undertakes to assess privacy and amenity considerations having regard to, among other things, the prevailing character of amenity and the need to make effective use of land; the relationship between buildings and site boundaries; and the visual impact when viewed from within the buildings and outdoor spaces.

- 6.5.4 The nearest residential properties are the mid-terraced dwellinghouses located within Warwick Court, on the opposite side of Headstone Drive. As the application site is located to the north of Warwick Court and given the separation distance (approximately 20m) to be retained, officers consider that a building up to five storeys in height would not have a detrimental impact on the residential amenities of those adjoining occupiers by reason of overshadowing, loss of light or loss of outlook.
- 6.5.5 In terms of the living conditions of the future occupiers, the proposed building would be sited sufficiently away from neighbouring buildings to ensure the units would receive an adequate quality of light and outlook.
- 6.5.6 With regards to external noise and vibration, the application site is located in close proximity to the mainland railway line. Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location. London Plan Policy 7.15 and Policy DM1 of the Development Management Policies also seek to manage noise and ensure a high standard of amenity.
- 6.5.7 An Environmental Noise Assessment has been submitted with the application and concludes that with the appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of proposed residential units. The application was referred to the Environmental Health Officer who accepts that the policy requirements can be met by the imposition of appropriate planning conditions controlling noise impacts but has raised concern that these have not been provided in detail. As the application is in outline form, it is noted that the exact layout of the proposed development for the residential units are not confirmed at this stage. It would therefore be unreasonable to request detailed mitigation measures at this stage where the scale and layout of the development could be subject to changes.
- 6.5.8 Chapter 12 of the NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area. London Plan Policy 7.2 and the Mayor's Accessible London: Achieving an inclusive environment SPG require that all development meets the highest standards of inclusive design and access for persons with disability. A condition is recommended to ensure that the proposed development meets regulation M4(2) of the building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all

6.6 Transport and Parking

- 6.6.1 The NPPF emphasises the role that transport policies play in achieving sustainable development and achieving wider sustainability and public health objectives. London Plan Policy 6.3 Assessing Effects of Development on Transport Capacity requires the impact of proposals on transport capacity and the transport network to be assessed, and states that development should not adversely affect safety on the transport network.

6.6.2 The indicative plans show that six on-site parking spaces would be provided. Furthermore, the application is located within PTAL 5 and is therefore located in an area with good public transport accessibility. The Council's Highways Officer has advised that the proposed new access would be acceptable. Under these circumstances, officers' are satisfied that the development would accord with development plan policies with regards to transport and servicing.

6.7 Flood Risk and Development

6.7.1 The application site is located within within a Critical Drainage Area and in close proximity to surface water flood zones 3a and 3b. Given the potential for the site to result in higher levels of water discharge into the surrounding drains, could have an impact on the capacity of the surrounding water network to cope with higher than normal levels of rainfall.

6.7.2 A Flood Risk Assessment has been submitted by the applicant and was deemed acceptable by the Council's Drainage Officer. Subject to further details to be conditioned, officers consider the proposal would be acceptable in this regard.

7.0 CONCLUSION AND REASONS FOR APPROVAL

7.1 Subject to consideration of detailed reserved matters and appropriate conditions, the access to the site would respond positively to the adjoining road network and would provide safe and secure access to the site.

The decision to GRANT outline permission has been taken having regard to the National Planning Policy Framework (2018), the policies and proposals in The London Plan (2016), the Harrow Core Strategy (2012) and the Development Management Policies Local Plan (2013), and to all relevant material considerations, and any comments received in response to publicity and consultation

APPENDIX 1: Conditions and Informatives

Conditions

1. Timing

The development permitted shall commence on or before whichever is the later of the following dates;

- (a) Three years from the date of this decision, or
- (b) The expiration of two years from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter approved

REASON: To enable the Council to review the suitability of the development in light of altered circumstances and to comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.

2. Reserved Matters

This is an outline planning permission and the following matters are reserved for further approval: Layout; Scale; Appearance; and Landscaping. Detailed drawings of the proposed development showing the reserved and other matters as set out below must be submitted to and approved by the Local Planning Authority before any work is commenced. The development shall not be carried out otherwise than in accordance with the reserved matters thus approved.

- (a) The layout of the site to a scale of not less than 1:500 and incorporating
 - i. The siting of the all buildings and ancillary structures
 - ii. The means of access to and from the site
 - iii. The extent and position of parking cars and other vehicles
 - iv. The extent and position of accommodation for loading and unloading of vehicles within the site
 - v. The layout and surface treatment for parking areas
 - vi. The use, surface treatment and/or landscaping of any part of the site not proposed to be covered by buildings, roads or parking areas
- (b) Full plans and elevations of all buildings and other structures showing the design and external appearance of the buildings and structures and including details of all materials to be used for external surfaces
- (c) The internal layout of the accommodation on each floor, including the size and purpose of the rooms and the position of the fittings and facilities within each unit
- (d) The means of enclosure on all site boundaries including full details of height and materials
- (e) The facilities to be provided for the storage and removal of refuse

REASON: To ensure that the proposed development is satisfactory and to comply with the provisions of Article 3 (1) of the Town and Country Planning (General Development Procedure).

3. Approved Plans

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

Existing Plans and drawings: 1499_004 (Rev P1), 1499_005 (Rev P1), 1499_006 (Rev P1),

Proposed: 183981_A02 Rev A, Proposed Site Plan

Indicative Plans and Drawings: 1499_201 (Rev P1), 1499_202 (Rev P1), 1499_203 (Rev P1), 1499_204 (Rev P1), 1499_205 (Rev P1), 1499_207 (Rev P1), 1499_208 (Rev P1), 1499_210 (Rev P1), 1499_211 (Rev P1), 1499_212 (Rev P1), 1499_213 (Rev P1), 1499_003 (Constraints Plans Rev P1)

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

4. Construction and Environmental Management Plan

Prior to commencement of development, a detailed Construction Environmental Management Plan (CEMP) shall be submitted and approved in writing by the local planning authority. This document shall explain or include:

- (a) the proposed Best Practice Measures (BPM) to be implemented during construction to suppress dust and minimise noise and vibration associated with demolition/building works;
 - (b) a full detailed noise and vibration assessment;
 - (c) the measures proposed to reduce and remove risks to the water environment and reduce flood risk during construction;
 - (d) a full Construction Logistics Plan, which demonstrates how the impact of construction vehicles would be minimised;
 - (e) details of proposed hours of work for construction activity; and
- The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the likely impacts on the highway network and amenities of neighbouring occupiers from noise, vibration, dust, pollution and traffic congestion during the construction phase of the development are minimised, in accordance with the NPPF, policies 6.3, 7.14 and 7.15 of The London Plan (2016), policy CS1 of the Harrow Core Strategy (2012) and policy AAP19 of the Harrow and Wealdstone Area Action Plan.

5. Drainage

Applications for approval of Reserved Matters pursuant to this permission relating to layout and landscaping shall be accompanied by a detailed Surface Water Drainage Strategy. This document shall explain:

- (a) the proposed use of Sustainable Urban Drainage Systems (SUDS) to manage surface water run-off

- (b) surface water attenuation, storage and disposal works, including relevant calculations;
 - (c) works for the disposal of foul water associated with the development.
- The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk, in line with the recommendations of the NPPF, policy CS1 of the Harrow Core Strategy (2012) and policy AAP9 of the Harrow and Wealdstone Area Action Plan (2013).

6. Noise and Vibration Mitigation

Applications for approval of Reserved Matters pursuant to this permission relating to layout, scale and appearance shall be accompanied by a detailed Noise and Vibration Mitigation Strategy for the proposed residential units. This document shall explain noise attenuation measures for the proposed uses, including noise barriers, specified glazing and ventilation and orientation/layout of buildings and amenity areas. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the new building has adequate provision against noise and vibration from existing sources and new sources within the development, in accordance with the recommendations of the NPPF, policy 7.15 of The London Plan (2016), policy CS1 of the Harrow Core Strategy (2012) and policy DM1 of the Development Management Policies Local Plan (2013).

7. Levels

Applications for approval of Reserved Matters pursuant to this permission shall be accompanied by a detailed Levels Plan. This document shall explain details of the levels of the buildings, roads and footpaths in relation to the adjoining land and highway(s), and any other changes proposed in the levels of the site. 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 land contamination, in accordance with the NPPF, policy 5.21 of The London Plan (2016), policy CS1 of the Harrow Core Strategy (2012) and policies AAP4, AAP9 and AAP19 of the Harrow and Wealdstone Area Action Plan (2013).

8. Contamination

Applications for approval of Reserved Matters pursuant to this permission shall be accompanied by a Geo-Environmental investigation and risk assessment to assess the nature and extent of any contamination on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) An assessment of the potential risks to human health, property, adjoining land, groundwaters and surface waters and ecological systems
- (iii) The results of the site investigation and detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

No development shall commence on site until details of the scheme of remedial action is submitted to the Council, for approval in writing, and completed on site as approved.

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.B of the London Plan 2016 and policy DM15 of the Development Management Policies Local Plan 2013

9. Air Quality Assessment

Applications for approval of Reserved Matters pursuant to this permission relating to layout, scale and appearance shall be accompanied by a detailed Air Quality Assessment to ensure the new development is appropriate for its location and unacceptable risks are prevented. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the new development is appropriate for its location and unacceptable risks are prevented in accordance with the NPPF, policy 7.14 of The London Plan (2016), policy CS1 of the Harrow Core Strategy (2012) and policy DM1 of the Development Management Policies Local Plan (2013).

Informatives

1. Planning Policies

The following policies are relevant to this decision:

National Planning Policy Framework (2018) (NPPF)

London Plan (2016): 2.13, 3.3, 3.5, 3.8, 5.12, 5.13, 6.3, 6.9, 6.13, 7.1, 7.2, 7.3, 7.4, 7.6

Draft London Plan (2017): SD1, D2, D3, D4, H1, H12, SI5, SI12, SI13, T4, T5, T6

Harrow Core Strategy (2012): CS1

Development Management Policies (2013): DM1, DM10, DM24, DM42, DM45

Harrow and Wealdstone Area Action Plan (2013): AAP3, AAP4, AA9, AAP13, AAP19,

Supplementary Planning Document: Residential Design Guide (2010)

2. Mayor CIL

Please be advised that approval of this application (either by Harrow Council, or subsequently by PINS if allowed on Appeal following a Refusal by Harrow Council) will attract a liability payment of £34,545 (provisional only) 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 £34,545 (provisional only) for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 987sqm. You are advised to visit the planningportal website where you can download the appropriate document templates. <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

3. 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:

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 contribution for this development is £98,700 (provisional only).

APPENDIX 2: SITE PLAN



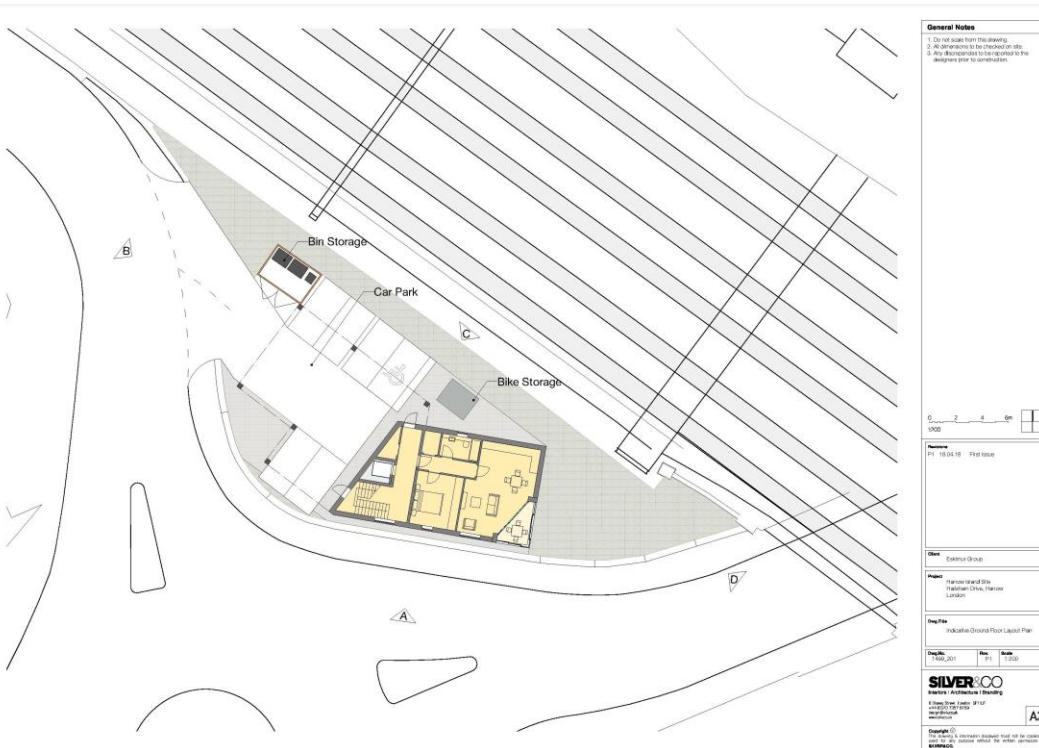
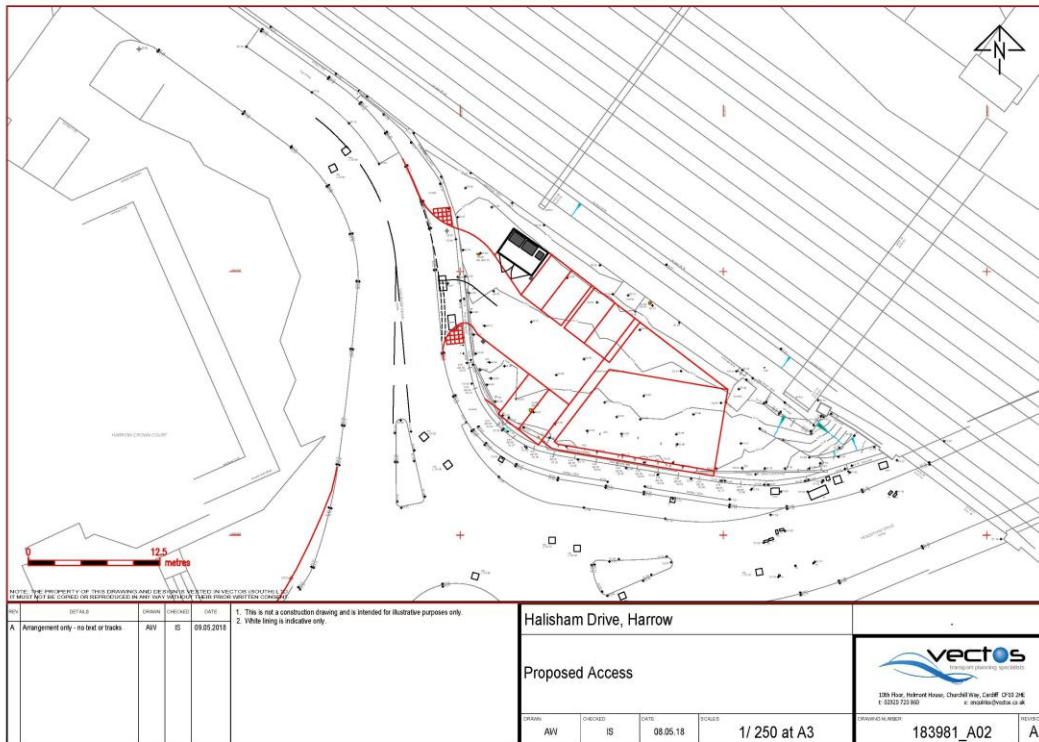
APPENDIX 3: SITE PHOTOGRAPHS

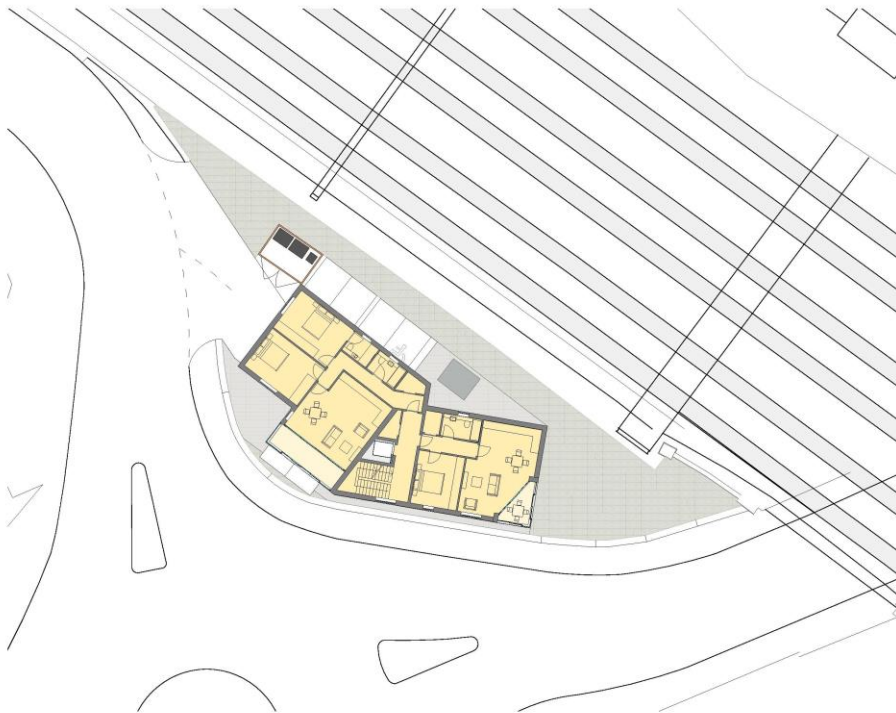






APPENDIX 4: PLANS AND ELEVATIONS (Indicative)





General Notes

1. Do not scale from this drawing.
2. All dimensions to face unless otherwise stated.
3. Any discrepancies to be reported to the designers prior to construction.

0 2 4 6m

1:100

Reference
 P1 18.04.18 First Issue

Client
 Easton Group

Project
 Hailsham Road B11
 Hailsham Drive, Hailsham
 Lewes

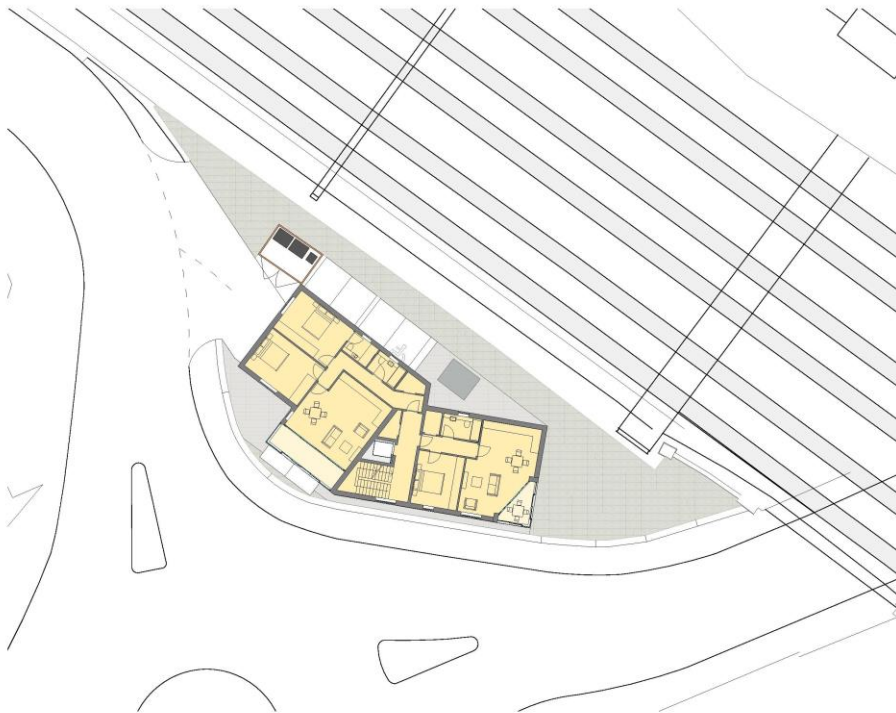
Project File
 Indicative First Floor Layout Plan

Project
 1802_2018 Rev 1 Date 17.10.18

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3. Any discrepancies to be reported to the designers prior to construction.

0 2 4 6m

1:100

Reference
 P1 18.04.18 First Issue

Client
 Easton Group

Project
 Hailsham Road B11
 Hailsham Drive, Hailsham
 Lewes

Project File
 Indicative Fourth Floor Layout Plan

Project
 1802_2018 Rev 1 Date 17.10.18

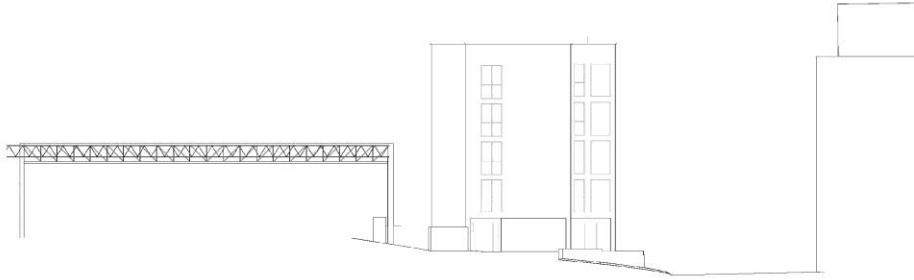
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Elevation A



Elevation B

General Notes

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- All dimensions to be checked on site.
- Any discrepancies to be reported to the design prior to construction.

Scale: 1:100

Project: H1 - 1624-18 - P030-0016

Client: Estuary Group

Project: Herring Island Site
Herring Drive, Herring
London

Design File: Industrial Elevations A & B

Drawn: THB/2017 Rev: P1 Date: 2017

SILVER **CO**
Architects & Interiors & Landscaping

100, Abchurch Lane, London EC4N 3DF
020 7424 4040
www.silverco.co.uk

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General Notes

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- All dimensions to be checked on site.
- Any discrepancies to be reported to the design prior to construction.

Scale: 1:100

Project: H1 - 1624-18 - P030-0016

Client: Estuary Group

Project: Herring Island Site
Herring Drive, Herring
London

Design File: Missing Drawing - View 3

Drawn: THB/2017 Rev: P1 Date: 2017

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