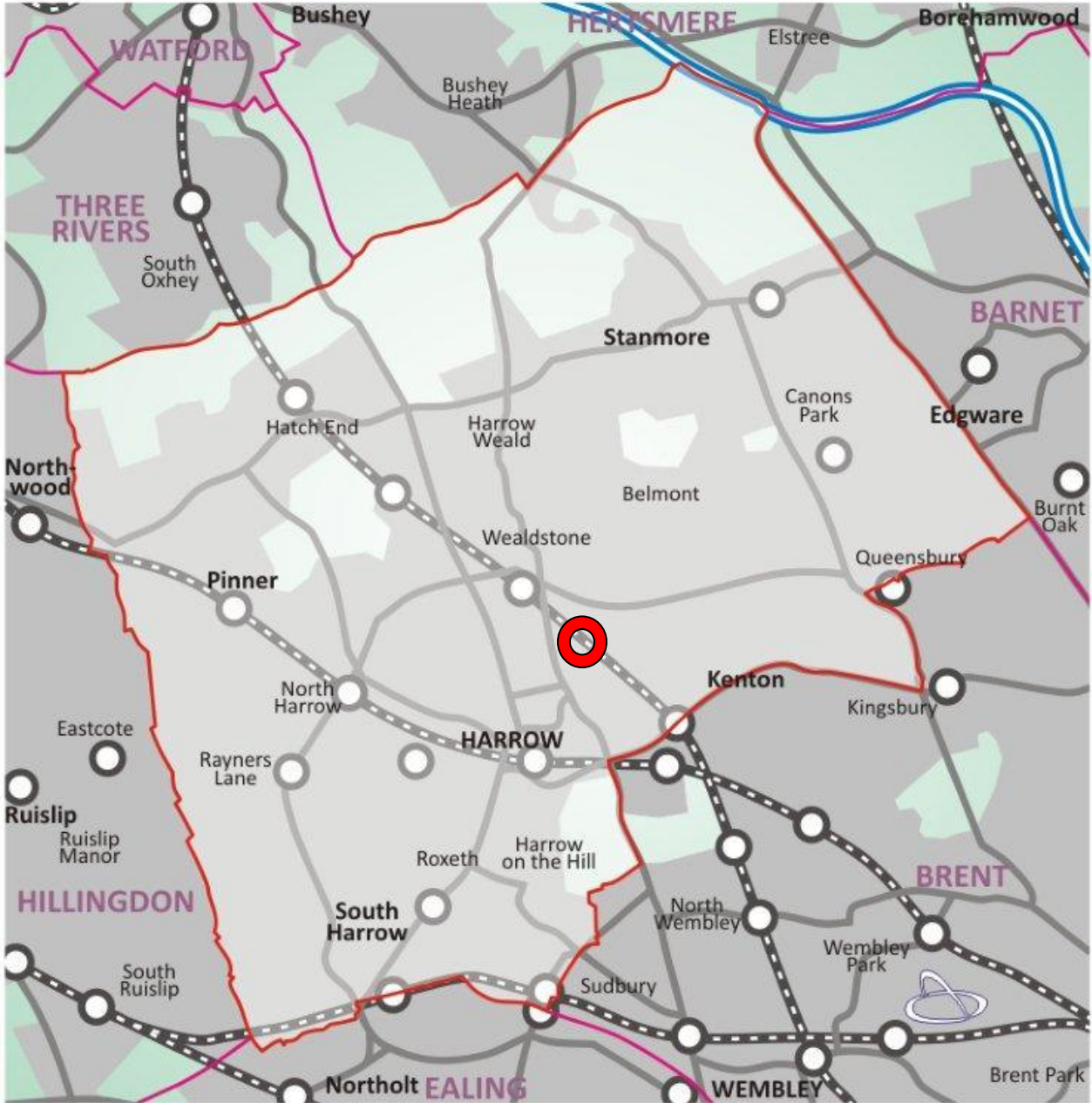
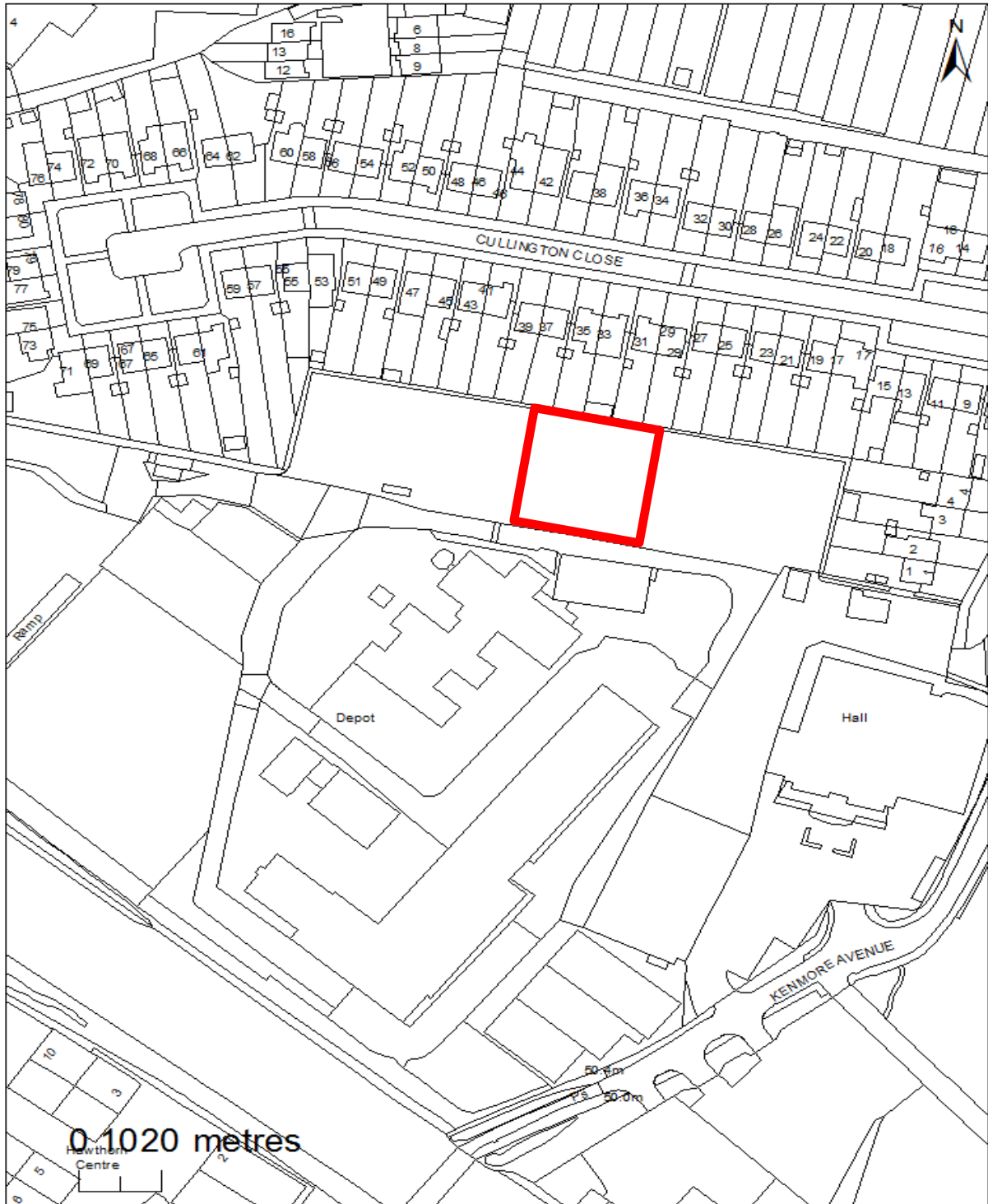


 = application site



Central Depot, Forward Drive	P/4251/18
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Central Depot, Forward Drive, Harrow **P/4251/18**

LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

23rd January 2019

APPLICATION NUMBER: P/4251/18
VALIDATION DATE: 18/10/2018
LOCATION: CENTRAL DEPOT, FORWARD DRIVE, HARROW
WARD: KENTON WEST
POSTCODE: HA3 8NT
APPLICANT: MR MICHAEL WYNNE, HARROW COUNCIL
AGENT: N/A
CASE OFFICER: SELINA HOTWANI
EXPIRY DATE: 17 January 2018

Redevelopment to provide part single, part two and part five storey building with plant room on roof and part first floor mezzanine incorporating workshop (B1 light industrial), office (B1 use), warehouse (B8 use) and ancillary uses; multi storey car park and external car parking; bin store (demolition of existing buildings) (Amended description).

RECOMMENDATION

The Planning Committee is asked to:

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

REASON FOR THE RECOMMENDATION

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

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

INFORMATION

This application is reported to Planning Committee as the development is a Council-owned site and is also a non-residential development of over 400 sq m of floorspace and therefore falls outside Schedule 1 of the Scheme of Delegation.

Statutory Return Type: (E) Large scale Major Development

Council Interest: Council-Owned Site

Gross Floor Including Parking 23,646 sq m

Net Additional Floor Space Excluding Parking 14,123 sq m

GLA Community Infrastructure (CIL) Contribution (provisional): TBC

Harrow Community Infrastructure (CIL) Contribution (provisional): TBC

HUMAN RIGHTS ACT

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

EQUALITIES

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

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

S17 CRIME & DISORDER ACT

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

OFFICER REPORT

PART 1: Planning Application Fact Sheet

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

Transportation		
Car parking	No. Existing Parking Spaces (Car and Bus)	278
	No. Proposed Parking spaces (Car and Bus)	623
	Proposed Parking Ratio	N/A
Cycle Parking	No. Existing Cycle Parking spaces	40
	No. Proposed Cycle Parking spaces	60
	Cycle Parking Ratio	N/A
Public Transport	PTAL Rating	3
	Closest Rail Station / Distance (m)	Harrow and Wealdstone 850m
	Bus Routes	H10
Parking Controls	Controlled Parking Zone?	Yes, CPZ Zones CA and J to north of site
	CPZ Hours	Zone CA: 10am-11am and 2pm-3pm Mon-Fri Zone J: 7am- 12 midnight Mon-Sun
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking	Area/streets of parking	N/A

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

1.0 SITE DESCRIPTION

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

2.0 PROPOSAL

- 2.1 The proposal is to decant and demolish the existing accommodation and provide approximately 7,900 sq m of new accommodation, including approximately 2,300 sq m of workshop/storage space, 3,500 sq m of office space primarily for Harrow Council services and 1,100 sq m of ancillary use and 9,500sq m of vehicle parking. The workshop space would include 615 sq m available for rent and the office would include 350 sq m available for rent. The purpose of the redevelopment is to consolidate and intensify the existing depot uses to make more efficient use of the space and increase council revenue streams.

2.2 The application proposes to retain the building footprint already approved under planning reference (P/4767/17) dated 26 March 2018 and add an additional two storeys of B1a offices for Council services above to form a five storey building and an additional level of multi storey car parking. For clarity, the table below demonstrates the existing, approved and proposed uses and floor areas (GIA):

Type of floorspace	Existing	Approved Scheme (P/47567/17)	Current Application (P/4251/18)	Net Additional floorspace (current application)
B1a (Office)	1,033 sqm	1755 sqm	3474 sqm	1719 sqm
B2 (General Industrial)	1538 sqm	2516 sqm	2516 sqm	978 sqm
Welfare Facilities	438 sqm	684 sqm	1076 sqm	392 sqm
Internal Parking	0 sqm	7162 sqm	9523 sqm	2361 sqm

2.3 The Leisure Centre site currently accommodates 190 vehicle parking spaces for Harrow and Brent Council SEN mini-buses and other Council staff vehicles account for a further 40. This total of 230 vehicle spaces would be relocated to within the expanded facilities Depot Site.

2.4 The proposed number of parking spaces at the wider Depot Site would increase from 550 as approved previously under reference (P/4767/17) to 623. The wider site comprises the development site, existing car park north of the subject site, existing Harrow Civic Amenity Site and existing operational units south of the site. All parking within the wider area would be retained as per the existing with the exception of the northern car park which would result in a loss of two mini bus spaces to accommodate a new substation. The level of parking within the development site would increase to 263 car parking spaces and 88 minibuses.

2.5 The existing units will be demolished and replaced with a single building to incorporate workshop, office and ancillary uses and a car park. The building will consist of a 4 storey car park, a 5 storey section comprising office space and ancillary uses and a single storey workshop space. A mezzanine level in parts of the workshop space is included and would amount to 238 sqm.

2.6 A new substation is proposed to replace two minibus spaces within the northern car park. This would measure 2.8m high, 4.1m wide and 3.7m deep. It would incorporate a flat roof with a four leaf bi-fold louvre door, secured internally by panic bars to the southern elevation and a louvred opening on the northern elevation. All external elevations would incorporate fully bonded brickwork.

2.7 The application does not relate to the existing Civic Amenity Site/HRRC/Waste Transfer Station Site or the area used for the parking of the Council's refuse vehicles and these have been omitted from the site outline.

2.8 Due to the number of vehicles proposed, which would include over 200 buses, the scheme is referable to the Mayor of London/GLA under the Mayor of London Act (2008). A Stage 1 referral has been made and the consultation period expired on 1st January 2019.

3.0 RELEVANT PLANNING HISTORY

P/3060/17 - Installation of temporary modular buildings to create two storey office accommodation to facilitate works to existing office accommodation on site.
Granted: 28/09/2017

P/4767/17 – Redevelopment to provide part single, part two and part three storey building with plant room on roof and part first floor mezzanine incorporating workshop (B1 light industrial), office (B1 use), warehouse (B8 use) and ancillary uses; multi storey car park and external car parking; bin store (demolition of existing buildings) – Granted 26/03/2018

Revisions from previous application

- Removal of two car parking spaces located on the northern area of the site to accommodate proposed substation.
- Additional cycle parking from 40 to 60 spaces.
- New longer windows on south-east elevation for male changing rooms at ground floor.
- New ARC unit provided within the building.
- Additional level of multi-storey car parking and increasing height of stairwell / lift shaft serving the car park. This would increase in height from 11.5m to 14.4m.
- New external design for multi-storey car park
- Uplift of 73 parking spaces.
- Increase height of office block from 3 – 5 storeys (7.5m height increase) and height of multi storey car parking would increase from 3 to 4 storeys (3.2m higher than approved).

Revisions under the current application

- Amended scheme shows the provision of new office space over two additional storeys for civic / council use.
- Parking bays at Kenmore Avenue entrance have been moved to allow for a redesign of the entrance, providing a path of approximately 1.8m wide.
- Increased landscaping to Kenmore Avenue entrance and within development site.
- Relocation of 44 bicycles to external two tier cycle rack adjacent to Forward Drive entrance.
- Additional pedestrian crossing has been added between northern car park and development site and others realigned. Pedestrian routes would be highlighted for additional navigation for users.
- Wire feature to serve as a trellis with mesh infill to form pedestrian edge protection on car park elevations with climbing plants within brick planters at ground level with the potential to grow up to 10m high.

4.0 CONSULTATION

4.1 A total of 439 consultation letters were sent to neighbouring properties regarding this application and 1 site notice was displayed outside the Kenmore Avenue entrance to the site. The public consultation period expired on 21 November 2018.

4.2 A re-consultation took place with an amended description. The public re-consultation period expired on 19 December 2018.

4.2 Adjoining Properties

Number of Letters Sent	439
Number of Responses Received	0
Number in Support	0
Number of Objections	0
Number of other Representations (neither objecting or supporting)	0

4.3 Statutory and Non Statutory Consultation

4.4 The following consultations within the Council have been undertaken:

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

4.6 External Consultation

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

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

Consultee	Summary of Comments	Officer Comments
West London Waste Authority (WLWA)	No comments.	N/a
GLA/Mayor of London	No comments received.	N/a
Neighbouring Local Authorities within West London Waste Authority (WLWA): <ul style="list-style-type: none">• Brent• Ealing• Hillingdon• Hounslow• Old Oak and	No comments received.	N/a

<p>Park Royal</p> <ul style="list-style-type: none"> • Richmond upon Thames 		
<p>Transport for London</p>	<p>To be acceptable to TfL, the proposed spaces must be supported and justified this time by a regime of parking management in an appropriately worded condition. This would aim to ensure the proportion of personal/commuting cars does not rise; it should also as previously requested aim for a proportion of dual spaces for operational vehicles and cars (in use at different times) and thus reduce the overall amount of the site taken up by parking. This information should be submitted in Framework form prior to determination and TfL consulted so that it can better understand how impacts will be managed/mitigated.</p> <p>As before the proposal should ensure that at least 5% of the total car parking spaces are designated disabled persons parking spaces and a further 5% should be enlarged bays as the New Draft London Plan, policy T6.5 states. Clarification is sought on how this will be secured as it is not clear from the floor plans parking where/at what level the additional disabled component (and additional spaces) are located.</p> <p>In regard to electric vehicle charging, the submitted Travel Plan does state “1 in 5 car parking spaces will be equipped with an electrical charging point, with a further 1 in 5 spaces having passive provision” (no further information is supplied in the TA about this). Policy T6 para 10.6.8 of the dLP states, “In order to meet the Mayor’s target for carbon-free travel by 2050, all operational parking must provide infrastructure for electric or other Ultra-</p>	<p>Comments are noted and requisite information was requested.</p>

	<p>Low Emission vehicles”. The applicant should demonstrate how this is to be implemented.</p> <p>Insufficient information is supplied on which to base a recommendation, given the TA does not state how many additional spaces will be provided to match the uplift in B1 office use. It appears to commit only to “Provide safe and secure cycle parking facilities on site. As part of the revised Central Depot proposals expanded, secure lockers and shower facilities should be provided”. The dLP standard for B1 offices in OAs is 1 space per 75sqm as well as 1 extra visitor space; it is appropriate to apply the same standard for this workplace. It is important that sufficient space is allowed. A large plan indicating where these 27 additional spaces is required. It is not acceptable to place these additional spaces in already approved storage space as manoeuvring space will be insufficient.</p> <p>Advice on securing the necessary Travel and Construction Plans and MCIL2 is unchanged and this should be carried forward into the new report.</p> <p>In summary, although acceptable in principle, more detailed information on parking is required. The impacts of the parking uplift need to be managed with a framework car management plan and compliance of cycle storage to quantitative and qualitative standards is sought via condition.</p>	
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4.8 Internal Consultation

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

Consultee	Summary of Comments	Officer Comments
Design Officer	More landscaping to the main building	Comments noted

	<p>is required to reduce the visual impact of the substantial increase in height Better surface level accessibility needed, safe and secure design layout Evidence that commercial B1 use could safely operate on a site for this function. This should be provided through a detailed landscape plan with boundary treatments, accessible pedestrian and cycle routes, suitable public realm and landscaping is required. This should be viewed alongside different uses at the site, manoeuvrability of the operational vehicles throughout the day/limited times.</p> <p>Primary access of the site via Forward Drive – unclear about the extent of which the secondary access from Kenmore Avenue would be used; there is currently pedestrian access via Kenmore Avenue.</p> <p>Considerations need to be given with regards to the proposed B1 use i.e. numbers of potential car users, pedestrians, internal pedestrian routes, hard and soft landscaping Better quality of defensible space needed, additional soft landscaping needed around the building and where possible around the wider site, safe clearly defined access for pedestrians ARC CCTV area retained at first floor would result in loss of any openings on part of the south and east elevations. Suggestions to limited ARC use to ground floor level not taken forward. Further reduce the number of transoms and mullions to achieve a simpler window composition. Material palette remains overcomplicated and could be simplified further Ensure that the cladding/wrap treatment, currently proposed with Kingspan insulated cladding, remains dark in tone White Kingspan cladding to carpark</p>	<p>and are addressed in the relevant section of the report below.</p>
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	and office spaces should be reconsidered. A softer, translucent material (such as perforated metal panels, as per the precedents suggested previously) could improve appearance of car park to reduce the bulk and lack of architectural integrity	
Planning Policy Officer	Subject to the extra floor space being used for public sector employment only, and secured to remain as such with no ability for private rent (whereby failing to comply with all levels of policy for office location), planning policy have no objection to the scheme.	Comments noted and appropriate conditions will be in place to ensure additional floor space remains for public sector employment.
LBH Highways	<p>Based on the information provided within the submitted transport assessment, this proposal is broadly acceptable and unlikely to result in a severe impact for the surrounding highway network. Conditions are required for;</p> <ul style="list-style-type: none"> • details on pedestrian and cycle routes through the site including directional signage, crossing points and dimensions of facilities; • details specifically on cycle parking, demonstrating the types of stand, shelter and security. There should be separate facilities for visitors; • updated construction logistics plan; • travel plan; • car park management plan 	Comments noted and are addressed in the relevant section of the report below.
Drainage Engineering Officers	<p>No objections apart from the requirement to provide “TW consent for both connections, SuDS maintenance plan and management plan for disposal of ground water during construction phase are also required.”</p> <p>The following should be included within</p>	Comments noted and are addressed in the relevant section of the report below.

	<p>an informative attached to the permission:</p> <ul style="list-style-type: none"> • Please note that a minimum of 250mm to 300mm of gravel sub base should be provided for permeable paving construction. Please add this note on the drawing. • The applicant should submit Thames Water consents for drainage connections once granted. 	
Waste Management Officers	No objection to the proposal.	N/A
Environmental Health Officers	<p>Concerns regarding level of noise generated by the A/C units and the mechanical works (both from the MOT centre and the garages) for the office staff.</p> <p>It is therefore requested that a BS8233 assessment for noise and vibration is carried out to minimise disturbance to office staff.</p>	Comments noted and are addressed in the relevant section of the report below.
Landscape Architect	<p>Further integration of landscaping with the proposed building and car park to provide an attractive landscape setting and / or well landscape route and sense of arrival.</p> <p>The surface level parking spaces dominate any remaining space adjacent to the building and some attempt should be made to break up and soften the car parking with trees, every 4th or possibly 5th parking space</p> <p>'Buffer' planting noted adjacent to the railway.</p> <p>Visitor bike parking spaces – noted are located in an isolated corner of the site and not integrated within the building or adjacent. Cycle storage is next to car park spaces as well as a road.</p>	Comments noted and are addressed in the relevant section of the report below.

	<p>There is a walk from the bike store across what is likely be a busy access road to and from the car park, with the mini bus route running alongside the bike store. Consideration should be given to rationalise this layout.</p> <p>The proposed wall for ivy on the car park appear to cover only small selected areas on a wire trellis framework and create little soft green landscape impact, unless the planting were allowed to expand onto all the car park facades.</p>	
<p>Biodiversity Officer</p>	<p>Demolition and construction works should be undertaken so as to avoid disturbance to nesting birds. Eternal lighting systems should be designed and deployed to avoid disturbance to roosting bats.</p> <p>With regard to the living roof designs these could be located so as to give a large number of office workers a more natural outlook as well as increasing access to nature for those working in the central depot area and providing biodiversity and environmental net get by attenuating water run-off, tempering the local temperature and providing additional noise and thermal insulation.</p> <p>Additionally, solar pv deployed in combination with living rood areas provides a greater mix of microhabitats and the light absorption and evapo-transpiration of vegetation help the panels to run more efficiently.</p>	<p>Comments noted and are addressed in the relevant section of the report below.</p>

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 National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied; it is a material consideration in the determination of this application. The current NPPF was published in July 2018 and replaces the first NPPF (March 2012).

5.3 In this instance, the Development Plan comprises the London Plan (2016) and the Local Plan. The Local Plan comprises the Harrow Core Strategy (2012), the Development Management Policies Local Plan (2013), the Site Allocations Local Plan (2013) and the accompanying policies map.

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.

5.5 The document was published in draft form in December 2017. Given that the draft Plan is still at early stages of the formal process it holds very limited weight in the determination of planning applications. Although this weight will increase as the Draft London Plan progresses to examination in public stage and beyond, applications would continue to be determined in accordance with the 2016 London Plan. It is anticipated that the Examination in Public will commence early 2019. 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.

6.1 ASSESSMENT

6.2 The main issues are:

- Principle of Development
- Character and Appearance of the Area
- Amenity of Neighbouring Occupiers
- Traffic, Parking, Access, Servicing and Sustainable Transport
- Noise and Emissions/ Air Quality, Sustainability and Contamination
- Energy and Sustainability
- Environment and Biodiversity
- Screening Opinion for Environmental Impact Assessment
- Flood Risk and Development

6.3 Principle of Development

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

6.5 Permission was granted for the following description of development:

Redevelopment to provide part single, part two and part three storey building with plant room on roof and part first floor mezzanine incorporating workshop (B1 light industrial), office (B1 use), warehouse (B8 use) and ancillary uses; multi storey car park and external car parking; bin store (demolition of existing buildings) under planning reference P/4767/17 and dated 26 march 2018.

6.6 The current application seeks to add to the approved scheme (P/4767/17) and proposes to create two additional storeys of new B1a office space (above the approved three storey element) and an additional floor of multi-storey car parking, albeit retaining the building footprint and consolidated depot functions as previously approved. Associated landscaping and minor changes to the general layout of the site in comparison to the permitted scheme are also proposed.

6.7 Since the grant of the original application, the National Planning Policy Framework has been updated. However, it is noted that within the amendments, there is little change to the documents that would render the principle of the current application being considered differently than that approved under P/4767/17. As such, given that the principle of the original footprint in the context of the consolidation of depot functions and ancillary facilities had been accepted, the main considerations when dealing with the principle issue for the current proposal would relate to the addition of B1a office space at this location.

6.8 The application site is located within Harrow Civic Amenity Site, which is an allocated site as per policy Harrow Area Action Plan (AAP) (2013) and is identified as (Site 08) within this document. This policy states that proposals for alternative

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

- 6.9 The application site is allocated within the West London Waste Plan, policy WLWP2 and existing site having the potential for capacity expansion by redevelopment. The existing waste management site will be retained and so there is not a policy issue in terms of harm to the existing waste management facilities. However, with the redevelopment of the depot, it would not be possible to use the wider site, i.e., the area of the proposed redevelopment to provide a larger waste and recycling site. The policy wording in WLWP2 is that: "Existing sites which have been allocated as having the potential for capacity expansion by redevelopment (Table 5-1)...are also to be safeguarded."
- 6.10 It is noted that within the AAP21: Harrow Waste Management Site recognises the Council does not currently own any other industrial sites within Harrow upon which to relocate all or part of the existing depot site functions. It should be noted that the application does not cover the entire site allocated under the Waste Plan and therefore there would remain scope for future expansion of waste capacity on the site, which is estimated (based on area alone) to enable the potential doubling of the existing waste throughout on the site.
- 6.11 The existing property has a number of uses on the site, not all that are specifically within the employment of Harrow Council. However, the 'other uses' are picked up within the site allocation (Site 08) of the AAP (2013) as being 'Industrial Refuse, recycling and public sector related employment'. A majority of the non-Harrow Council users of the site are engaged by Harrow Council in assisting in carrying out its civil functions. It is acknowledged there is an independent use of some space on the site that is not specifically part of the civil functions of Harrow Council.
- 6.12 In considering the previous application (P/4767/17) it was noted that permission was granted on finely balanced planning considerations. This involved the modernisation of the depot facilities, whilst not undermining the use of the site as a waste / recycling facility. Given that there is the potential for the amount of waste to be processed at the site to increase, the potential for the redevelopment of the site to cater for this must also be considered. Any additional height that is found to be acceptable in planning / design terms should be used to reduce the footprint

and maximise the balance of the site that remains available for potential waste use. The previously approved scheme (P/4767/17) permitted a rationalisation of the site, which re-provided existing uses, improved existing facilities, and importantly, ensured the ongoing functioning of the waste component. It is noted that within this development, the scheme provided circa 349sqm of office space that was detailed as being available for rent. Whilst on the face of it, the introduction of independent office was not ideal given its out of town centre location, it was nonetheless a very minor amount of floorspace. This, when balanced against the planning merit of the scheme was therefore considered to be acceptable.

- 6.13 The current application again seeks to rationalise the site, and for the majority, mirrors that as approved under P/4767/17. However, it now seeks inter alia to introduce a further two floors of B1 Office Floor Space of circa 1800sqm above the 349sqm previously approved for rental opportunity, along with a further floor of car parking. As such, the current application introduces a significantly higher level of office (Use Class B1), than that which formed part of the approved scheme. The site allocation specifically notes that the two leading land uses for the site should be B2 (Industrial Refuse, recycling and public sector related employment), and B8 (Storage & Distribution). It does not identify any supporting land uses for the site. The amended scheme now states that the proposed office space would be used for civic functions, which would enable public sector employment. This is in line with allocation for the site as outlined within the Council's AAP and as such the additional floor space is accepted on the basis of its civic uses. A condition to this effect is recommended as part of the permission.
- 6.14 The proposed development would offer regeneration benefits in terms of providing additional jobs- the submitted Economic Statement expects there to be 75 new, full time jobs to be created and anticipated to be permanent. Also, improved affordable business space for Harrow Council and other local authority functions and as well as additional revenue for Harrow Council will be created.
- 6.15 The Civic Amenity Site, which is an important aspect of local infrastructure would not be negatively impacted by the proposal.
- 6.16 As such, Harrow Council's Policy Team has indicated that subject to the B1a floor space (proposed at third and fourth floor level) and being used for public sector employment only, and secured to remain as such with no ability for private rent (whereby failing to comply with all levels of policy for office location), the proposed development would be acceptable.

7.1 **Character and Appearance of the Area**

- 7.2 The National Planning Policy Framework (NPPF) was published by the Government in July 2018. The NPPF makes it very clear that the 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 (paragraph 56). It goes on to state 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 development schemes’.

- 7.3 The London Plan (2016) policy 7.4B states, inter alia, that all development proposals should have regard to the local context, contribute to a positive relationship between the urban landscape and natural features, be human in scale, make a positive contribution and should be informed by the historic environment. Core Strategy policy CS1.B states that ‘all development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design’.
- 7.4 Policy DM1 of the DMP seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”.
- 7.5 The Harrow Civic Amenity Site/ Waste Management Site, is an allocated site as per Policy AAP 21 of the Harrow Area Action Plan (AAP) (2013). The applicants Design and Access Statement states that the proposed redevelopment will improve views of the site from the adjoining railway line and any other public vantage points. It also states that the redevelopment proposal is a vast improvement architecturally on the existing haphazard context. It goes on to state that the proposal would consolidate the existing buildings in to one high quality and thoughtfully designed building which aims to enhance the amenity of the residents both in terms of outlook and services.

Scale and Bulk/ Roof Form/ Design and Materials

- 7.6 The overall footprint and general design of the main building would by in large remain as per the approved development under P/4767/17. Whilst the overall scale and bulk would increase by virtue of the additional height, the maximum 5 storey element would only cover a portion of the overall built form and would stay consistent with the design and appearance of the building already permitted, albeit higher. It should be noted a more simplified window arrangement and materials palette than previously approved is proposed in line with comments made by the Council’s Design Officer. Notwithstanding this, the materials comments by the Design Officer concluded by stating that a more simple composition with a limited palette of good quality materials is preferable and that the proposed cladding / wrap treatment proposed with Kingspan insulated cladding, remains dark in tone.

A condition will be attached to the planning permission requiring submission of materials. Harrow Council Design Officers will be consulted on the submission to ensure that acceptable materials are supplied prior to the commencement of development.

- 7.7 However, on a building of this width and with the greater height, some articulation could be considered acceptable to avoid an excessively featureless façade. This is particularly in the case of the wider south-east elevation. In the other elevation, particularly the north-west, this point is also acknowledged. However, this is partly determined by the constrained nature of the site for what is intended to be a functional industrial building. The same point applies to the stepped roof form. While the building would be of a large scale, it is sited adjacent to the railway line and the refuse site. These points, in conjunction with the retention of other buildings on the eastern site boundary, means that views in to the site from neighbouring houses and public areas would be fairly limited. Furthermore, it would be a replacement of existing buildings which are not a coherent set of buildings, which are finished in a variety of materials, quality and age and while it would be taller than existing buildings, it would represent a consolidation of the uses in to a single building, with a unified design. It is considered that the proposed layout, bulk, scale and height of the proposed development would not result in an unacceptable impact on the character and appearance of the existing site, streetscene, or wider area. Subject to planning conditions, the proposed materials are considered acceptable in principle.
- 7.8 The additional storey of car parking is also considered to be designed adequately promoting visual interest through the use of a grey metal expanded mesh located vertically in a 'kite shape' design around the perimeter of the car park. In addition, the updated Design and Access Statement provides a Landscape Strategy which proposes Ivy planting which would grow vertically reaching the upper levels of the car park along these elevations of the car park to soften the facade against the additional height of the car park. Specific details of the planting would be secured via appropriate landscape condition and the Council's Landscape Architect consulted to ensure appropriate planting is proposed. Notwithstanding this, when combined with the proposed 'kite shape' designed mesh, it is considered that this enhancement to the elevations would mitigate against and reduce the visual impact of the additional scale and bulk particularly when viewed from the rear of properties along Cullington Close. It is therefore considered that the proposed multi-storey car park would enhance the architectural integrity of the development as previously approved and would not detract from the character and appearance of the existing site and wider surrounding area, and considered acceptable subject of appropriate conditions.

- 7.9 Comments from Harrow Council Design Officers state that the area designated at first floor for the use as an ARC operation which would result in a loss of openings on part of the south and east elevations would not be desirable. However, due to the sensitivity of the operation from security breaches particularly if located at ground floor level, the agent confirmed that after running a risk assessment of other potential areas for this use, the most risk averse location was the first floor area as proposed. The agent has also confirmed that this location and design has also been approved by the National Security Inspectorate (NSI) for an ARC that is designed to be able to provide remote Police and fire brigade response to alarm signals. Whilst not ideal in planning design terms, it is considered that some flexibility be granted in this instance due to the sensitivity of the use.
- 7.10 Notwithstanding this, the additional height and consequent increased number of openings over three levels directly above and location of the main entrance and canteen directly below, would divert attention away from the ARC area (and featureless façade) ensuring it would remain discreet. On this basis, and due to the sensitivity of the internal function it is considered on balance the lack of openings in this section would be acceptable in design terms and would not detract from the character and appearance of the building or cause harm to the wider area in this regard.
- 7.11 The proposed plant store at fifth floor level would be reduced in footprint from the approved scheme and set back from the main southern and northern elevations of the main five storey element of the building and would therefore not be highly visible. As such, this element is considered to be acceptable.
- 7.12 It is considered that the proposed principle of the substation in terms of siting and scale is considered acceptable. However, given that the substation would need to be designed on the basis of standard details and specification under the requirements of the UK Power Networks (UKPN) operator a condition requiring the full details of the design and specification of the substation would be required prior to commencement of works on this element.

Landscaping/ Public Realm

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

- 7.14 In terms of public realm, the Design Officer response states that the majority of the public realm would be dominated by car parking and more detail is needed to understand how the external space would be used. Also that there should be easy access by foot to the different uses within the development site and the public realm should work well together with better surface level access, accessible pedestrian and cycle routes.
- 7.15 In response to the above comments, the parking bays adjacent to the Kenmore Avenue entrance have been moved to allow for wider paths approximately 1.8m wide between the site as well as a pedestrian and cycle entrance from this side. The wider paths are also proposed around the perimeter of the building, albeit vary between 1.2 and 1.8m wide along the northern perimeter of the building. Further clarification would be required in regards to this. Increased landscaping is proposed to infill spaces between vehicle parking and pedestrian footways and along the perimeter of the site as well as within the site. Whilst the amount of landscaping proposed is limited, the site currently has limited to no vegetation and therefore subject to the approval of an appropriate landscape strategy to be approved by the Council's Landscape Architect, the provision of high quality landscaping within the site would be an enhancement to the existing situation.
- 7.16 In terms of permeability, designated pedestrian routes which would be colour coded to provide safer navigation within the site are proposed as well as colour coded parking bays for different vehicles such as minibus, standard and disabled parking bays. A larger arrival space with additional landscaping is proposed to the front of the canteen and main entrance to reinforce the entrance to the building particularly for visitors. Additionally, a drop off bay is proposed directly in front of the new public arrival space and adjacent to the disabled bays. Whilst the updated Design and Access Statement shows there to be designated cycle routes primarily from the front and rear entrances to the nearest cycle stands. Further clarity as to whether this could be accommodated alongside the pedestrian footways particularly at the Kenmore Avenue entrance is also required. However, this information could be attained under the condition relating to the hard and soft landscaping.

Access

- 7.17 In terms of access, the second Depot access onto Kenmore Avenue would not be the primary access to the Depot Site which is now on Forward Drive. The secondary access on to Kenmore Avenue is open for vehicles accessing the Depot Site via a sliding door and will remain in use as a secondary access. This entrance is 0.5m away from Harrow and Wealdstone Station and 0.3m from the nearest bus stop to encourage greater use of sustainable transports at this access point, given the surrounding development on this side is primarily residential.

Deliveries and bin collection will be made via Forward Drive which is not dissimilar from the existing access arrangements which would largely be retained and no objection has been made by the Highways Authority. Further details of internal pedestrian routes will be made available when detailed hard and soft landscaping details are submitted to the Council for written approval. On this basis, the proposed access arrangements are not considered harmful.

Conclusion

7.18 Subject to the conditions mentioned above, it is considered that the external appearance and design of the development is consistent with the principles of good design as required by the National Planning Policy Framework (2018). The resultant development would be appropriate in its context and would comply with policies NPPF 7.4B and 7.6B of The London Plan (2016), Core Policy CS1 (B) of the Harrow Core Strategy, the Harrow and Wealdstone Area Action Plan (2013), policy DM1 of the Council's Development Management Policies Local Plan, which require a high standard of design and layout in all development proposals.

8.1 Amenity of Neighbouring Occupiers

8.2 Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 Achieving a High Standard of Development sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers. Harrow has also produced a Residential Design Guide SPD.

8.3 The nearest neighbouring site is the KPCentre which is a venue for weddings and other functions which is located to the north-east on Kenmore Avenue. There are no residential occupiers at this site. Elmgrove Primary School is located to the north east of the site on Kenmore Avenue. To the south/rear of the site is the railway line.

8.4 There are dwellinghouses to the north of the site on Cullington Close and to the north-west on Kenmore Avenue. Whilst there have been no objections received from neighbouring occupiers, the new development would be of a greater height and massing than the current group of buildings on the application site. However, the nearest neighbouring rear gardens would be located 25m from the new building and the nearest neighbouring houses would be 50m from the new building. Also, the majority of the area facing neighbours would be the car park which would be lower in height than the main building. Whilst the development would be higher overall than that originally approved (P/4767/17), there are mitigating factors to overcome any additional impact to these occupiers.

8.5 The proposed car park would be approximately 2m higher than that approved and the main building approximately 8.5m higher. Notwithstanding this, given that the highest part of the building would only amount to 19% of the total depth of the development visible from Cullington Close and given that the substantial distance between the building and properties would be maintained as well as the building orientation as described above, it is not considered that there would not be an unacceptable impact on neighbouring occupiers in terms of loss of light and outlook or privacy and overlooking in accordance with policy DM1 of the Harrow DM Policies.

8.6 Furthermore, given the minimal scale, height and distance (approximately 15m) away from the rear boundary of the properties on Cullington Close, it is unlikely that the proposed substation would result in substantial loss of light, outlook, privacy or overlooking as a result to neighbouring occupiers. Issues of noise/air pollution are addressed later in the report.

9.1 **Traffic, Parking, Access, Servicing and Sustainable Transport**

9.2 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards.

9.3 The Central Depot core hours for operation times for refuse, cleansing and ground maintenance service are 06.00 to 14.30 hours, with staff arriving from 05.30 hours onwards. The Special Needs transport operation is split with the former deriving school near the Leisure Centre, with buses leaving from 7am to 9.45am and adult services vehicles returning from 10am to 11am.

- 9.4 The Transport Assessment (TA) states that when assessing the impacts of the proposed development, the additional vehicle trips considered to be generated as a result of the new office uplift and increase in pool cars on site were done so using the maximum 550 vehicle capacity, as calculated and tested in the TA as part of the previous scheme. The report states that the results show that in the worst case scenario there are minimal changes to the operation of all the junctions tested once the proposed vehicles were added to the current situation. The modelling results also takes into account of the civic amenity site operating with a 12% reduction in traffic, as opposed to the previous consideration of 35% (as depicted in the submission for the approved scheme P/4767/17). The revised figure now accounts for the recorded reduction in traffic accessing the civic amenity site from Forward Drive since the introduction of the approved management measures in November 2017. Whilst in this scenario, the modelling results would continue to indicate that junctions would operate within capacity, the recorded reduction in traffic flow to the civic amenity site further reduces the impact.
- 9.5 Whilst the impact of the consolidation of vehicle traffic being relocated to the depot site was already assessed and found to be acceptable as part of the approved scheme (P/4767/17), the response from the Highways Authority states that the uplift in car parking proposed is within the maximum levels permitted for office use within the London Plan 2016 which allows for between 3 and 19 spaces. The proposal seeks to provide 15 spaces however these are intended for essential users – these are members of staff who use their personal vehicles for undertaking essential work off-site. The proposed 58 other parking spaces would be for Council pool cars that can be booked for use by members of staff to visit off-site locations on an ‘as and when’ basis. The study does demonstrate that the overall development is likely to generate an overspill of parking demand that cannot be accommodated on site. Parking surveys of the surrounding area indicate that there is capacity on-street however, it would be more appropriate to encourage staff to travel by other more sustainable modes and this should be explored and supported by travel plan strategies.
- 9.6 It is considered that the development is within a sustainable location with good access to various public transport options and provided the travel plan has ambitious but realistic targets for achieving modal shift, the proposed level of parking is considered to be acceptable. As such, the proposal appears unlikely to generate an increase of trips significantly beyond what has already been approved and studies of the local junctions indicate that all can operate successfully following development. The Highways response goes onto state that the study of accident data indicates that there have been several recorded personal injury accidents at the mini roundabout at Forward Drive. Seven were slight and one was fatal. The data seems to indicate that most of these collisions were due to

driver error which is not uncommon at junctions. The modelling results indicate that the proposal will still allow the junction to operate within acceptable capacity. Based on this information, it is acceptable for the junction to remain with its current layout.

- 9.7 Notwithstanding the above, both the Highways Authority and Transport for London have requested that a parking management regime is submitted to and approved by the LPA and TFL. This would aim to ensure the proportion of personal / commuting cars does not rise. A condition to this effect will be attached to any permission.
- 9.8 The focus of the Travel Plan is related to the work place element of the proposal. It is a long-term management strategy to encourage sustainable travel for the development. Cycle and car parking will be provide in accordance with London Plan standards and car parking provision will be in line with the London Plan started for disabled parking and with 20% of car parking spaces with active electric vehicle charging facilities and a further 20% passive facilities to meet the London Plan requirements.
- 9.9 The response from the Council's Highways Authority is that the proposed Travel Plan documents are acceptable, subject to a condition requiring a full Travel Plan by each of the occupiers within 6 months of occupation or at 75% of full capacity being reached. Therefore, subject to a condition being attached for this purpose, the scheme is considered acceptable in terms of the Travel Plan.

Servicing and Emergency Services Access/Refuse Storage and Servicing

- 9.10 The Travel Plan states that the existing arrangement for servicing and emergency access will remain the same in the redeveloped scheme. No objection to this has been made by the Highways Authority and the scheme is considered acceptable in this regard. There is sufficient space for refuse storage to be contained and serviced within the site, according to existing arrangements.

10.1 Noise and Emissions/ Air Quality, Sustainability and Contamination

- 10.2 To address the issues above, the applicant has submitted an Air Quality Assessment, a Noise Impact Assessment, a Ventilation Assessment and Geo-Environmental Desk top study.

10.3 Noise and Air Quality

- 10.4 In terms of noise and air quality, the applicant's submitted documents have stated in summary that the consolidation of the Council's vehicles and parking would not have a harmful impact in terms of noise and air quality issues, both in terms of future occupiers of the site and neighbouring occupiers. There would not be any

new uses on the site, although the site will be reconfigured and there would be increased vehicle use on the site.

- 10.5 The Air Quality Assessment states that a number of best practice mitigation measure will be implement to reduce dust emissions and the overall effect would not be significant and that appropriate measure are set out, to be included in the Dust Management Plan for the works. A Construction Mitigation Plan for air quality has not been submitted, but a set of mitigation measures has been included as part of the Air Quality Assessment. No objection has been received from Environmental Health Officers. A condition will be attached to ensure that an appropriate mitigation plan is submitted to the Council for written approval.
- 10.6 Section 1.4 of the submitted Noise Report sets out recommended plant noise emission limits for any new building services, associated with the proposed Central Depot development, with the aim of avoiding adverse impacts. It states that these limits are based on the guidance of British Standard BS4142 and the measured background noise level data and times for these acceptable sound levels, in order to avoid harm to nearby occupiers on Cullington Close and other nearby areas. The limits proposed on noise emission will be secured by condition. Notwithstanding this, the Council's Environmental Health Officer has raised concerned with the level of noise generated by the proposed A/C units and the mechanical works (by the MOT centre and garages) to the office users. It is therefore suggested that a BS8233 assessment for noise and vibrations is carried out in order to minimise disturbance to the office users, as this has not been addressed within the submission. A condition to this effect will be attached.
- 10.7 Based on the above and subject to the stated conditions, the scheme is considered acceptable in terms of noise impacts.

11.1 **Energy and Sustainability**

- 11.2 An Energy Statement submitted concludes that the proposed development meets the 35% minimum threshold requirement of CO2 reduction over the baseline building. Given the late submission of the document however it was not possible for the Council's Policy Officer to review the report and as such, a condition requiring the submission of the Energy Statement would be required to provide a suitable consultation period to take place.

12.1 **Environment and Biodiversity**

- 12.2 The submitted Biodiversity Report states that the site is a poor habitat and not of significant value to wildlife, due to its industrial use. The site does not support bat roost features and poor bat foraging opportunities. In terms of recommendations, the report states that bird's nests etc., should not be disturbed where possible. This is already covered under English Law and so a planning condition is not

appropriate. Furthermore, whilst there were no signs of bat roosting and / or hibernation, the report does make recommendations relating to tree or shrub removal and / or earthworks and excavations and also recommends a number of bird and bat boxes to be attached on the site as well as 1 bird nest box into an east-facing wall and planting of a variety of new trees and shrubs around site, which forms part of the proposal. This will be secured by condition. On this basis, the proposal is considered acceptable in terms of environment and biodiversity in accordance with Harrow Development Management Policies 20 and 21.

13.1 **Screening Opinion for Environmental Impact Assessment**

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

14.1 **Flood Risk and Development**

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

14.3 The response from the Drainage Engineers at the Council's states that although there is no objection to the proposal, the standard drainage conditions should be applied; i.e. disposal of surface water, disposal of foul water, surface water attenuation and storage plus permeable paving construction details with maintenance plan. Full drainage details in line with the Council's drainage requirements should be submitted for approval. All the required information was submitted prior to determination and as such no further conditions are applicable to this permission. In this regard, the proposal is considered acceptable in terms of drainage.

14.4 Whilst Thames Water consent application has been applied for, an informative to ensuring the attainment of consent to protect the integrity of the public sewer

network and ensure separation of surface and foul water systems in line the Council's Development Management Policy 10.

Conclusion

The proposed development would offer a policy compliant scheme which would improve and consolidate existing depot/infrastructure sites within the London Borough of Harrow whilst offering additional office space to which would support the civic functions of the site. This would allow Harrow to offer an improved level of service to residents and better working environment for employees. It would also contribute to the Borough's office and warehouse/employment space. Subject to conditions, the development would be acceptable in terms of material planning considerations.

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

APPENDIX 1: Conditions and Informatives

Draft Conditions

1 Timing

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

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

2 Approved Drawing and Documents

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

Preliminary Geo-Environmental Risk Assessment (Dated May 2017) Reference: 16-0807 01, Design and Access Statement (Updated December 2018) produced by Lawray Architects, PEP-00-XX-DR-C-1204, Harrow Council Economic Statement, Framework Travel Plan (prepared by Harrow Council), Geo-Environmental Assessment Report (Dated July 2017) Reference: 16-0807 02, Flood Risk & Drainage Assessment (Prepared by Cundall, reference: 1015124-RPT-CL-0001 Revision G) dated 1 December 2017, Harrow Central Depot Redevelopment Proposals - Consultation Summary (Updated September 2018 to reflect revisions in design), Transport Assessment (prepared by Arcadis) dated September 2018, Preliminary Ecological Appraisal (prepared by Indigo Surveys Ltd) reference 16293/E1, reference: 16293/E1), Soft Landscape Specification (prepared by Wynne-Williams Associates Ltd reference: WWA.1841.doc.601 P00), Harrow Depot Landscape Management Plan (prepared by Wynne-Williams associates) dated 11 September 2018, WWA_1841_LD_501, WWA_1841_LP_301 P02, AR-062005 Rev P00, AR-062006 Rev P00, AR-062101 P00, AR-062102 Rev P00, AR-062103 Rev P00, AR-910001 Rev T00, AR-910002 Rev P00, AR-910003 Rev P00, AR-910004 Rev P00, AR-062007 Rev P00, AR-740001 Rev P00, AR-063001 Rev P00, AR-063002 Rev P00, AR-063003 Rev P00, AR-053004 Rev P00, AR-063005 Rev P00, AR-060001 Rev P02, AR-060007 Rev P02, AR-060002 Rev P02, AR-060003 Rev P02, AR-060004 Rev P02, AR-060005 Rev P02, AR-060006 Rev P02, Air Quality Assessment (prepared by Air Quality Consultants) dated September 2018, Environmental Noise Impact Assessment (prepared by Mach Acoustics), Ventilation Statement (prepared by Boon Building Services) dated 20 September 2018, Planning Statement (incorporating EIA screening application) reference P03794, dated October 2018, E.1662-17-02A, SK-001, Drainage Construction Details (1 of 2), Drainage Construction Details (2 of 2), Harrow Depot Draft SUDS Maintenance Plan (dated 13 Jan 2019), Ground Water Management During Construction (prepared by Kier), 472818-PEP-00-ZZ-SK-C-1822, 472818-PEP-00-ZZ-SK-C-1920

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

3 Materials

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

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

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

REASON: To safeguard the appearance of the locality.

4 Construction Logistics Statement

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

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

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

5 Sustainability and Energy

The development hereby permitted shall not commence until an Energy Strategy is submitted to and approved by the Local Planning Authority.

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

REASON: To ensure the delivery of a sustainable development.

6 Noise Levels

The level of noise emitted from the site shall not exceed the levels specified within the submitted Environmental Noise Impact Assessment (prepared by Mach Acoustics). The noise levels shall be determined at (the boundary of the nearest noise sensitive premises). The measurements and assessment shall be made in accordance to the latest British Standard 4142.

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

7 Noise Mitigation

The development hereby permitted shall not commence until detailed particulars of the levels of noise to be generated in the building, of the provision to be made for the insulation of the building against the transmission of noise and vibration from adjacent uses permitted on the site, and of times during which noise producing activities will be carried out shall be submitted to, and approved by, the local planning authority. The development shall not be occupied or used until the works have been completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure that adequate precautions are taken to avoid noise nuisance to occupiers of the B1a civic office services and to safeguard the amenity of neighbouring residents.

8 Biodiversity

The development hereby permitted shall be built in accordance with the recommendations within the approved Preliminary Ecological Appraisal (prepared by Indigo Surveys Ltd) reference 16293/E1 and shall thereafter be retained in that form.

REASON: To enhance biodiversity at the application site.

9 Landscape

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

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

10 Landscape

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

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

11 Travel Plan

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

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

12 Cycle Storage

Notwithstanding the approved plans, prior to occupation of the development hereby approved safe and secure cycle and motorcycle storage, in accordance with London Plan standards shall be implemented and shall thereafter be retained.

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

13 Cycle store location

Notwithstanding the approved plans, a revised Ground Floor layout shall be submitted to and approved by the location Planning Authority detailing the location, number and siting of cycle spaces.

REASON: To provide safe and accessible cycle storage for the use of the occupier.

14 Flood Risk Assessment

The development hereby permitted shall be undertaken in accordance with the approved Flood Risk & Drainage Assessment Ref 1015124-RPT-CL-0001 Revision G dated 01 December 2017 and shall thereafter be retained in that form.

REASON: To ensure that adequate and sustainable drainage facilities are provided, and to prevent any increased risk of flooding.

15 Lighting Strategy

The development hereby permitted shall not be occupied until a Lighting Strategy report produced by a competent professional in accordance with "Guidance Notes for the Reduction of Obtrusive Light GN01:2011" recommended by the IPL (Institute of Lighting Professionals) for the reduction of obtrusive light, to avoid nuisance and loss of amenity has been submitted to, and approved in writing by, the local planning authority.

This report should include:

- a. identification of appropriate "environmental zoning",
- b. demonstration that lighting meets the relevant standards for "source intensity" (glare), "vertical illuminance" and
- c. "Upward Light Ratio" set out in the guidance.

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

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

16 Energy Statement

The development hereby approved shall not commence until an energy strategy should be submitted to and approved by the local planning authority. The energy strategy should address the energy hierarchy and carbon emissions targets in the London Plan and take into account the potential to connect the development to a district heating network serving the Wealdstone area.

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 proposed development follows the energy hierarchy outlined in the London Plan and Harrow Local Plan and in order to comply with London Plan 2016 Policies 5.2 (Minimising carbon dioxide emissions), 5.5 (Decentralised energy networks) and 5.6 (Decentralised energy in development proposals), draft London Plan 2017 policies SI2 (Minimising greenhouse gas emissions) and SI3 (Energy infrastructure), and Harrow and Wealdstone Area Action Plan Policy AAP10: Harrow & Wealdstone District Energy Network.

17 District Energy Network

The development hereby approved shall not commence until a detailed strategy has been submitted and approved in writing by the local planning authority, demonstrating that the plant room/s within the development have been designed with sufficient space, appropriately located break-through / penetration points in the building fabric and agreed safeguarded route for infrastructure to the Forward Drive boundary of the site to ensure that it is technically feasible to connect the development to any future adjacent or nearby district energy network. The strategy should include details that ensure the design of the heating system is compatible with any proposed or planned district energy networks. 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 proposed development allows for connection to any district energy network serving the site and in order to comply with London Plan 2015 Policies 5.2 (Minimising carbon dioxide emissions), 5.5 (Decentralised energy networks) and 5.6 (Decentralised energy in development proposals), draft London Plan 2017 policies SI2 (Minimising greenhouse gas emissions) and SI3 (Energy infrastructure), and Harrow and Wealdstone Area Action Plan Policy AAP10: Harrow & Wealdstone District Energy Network.

18 Details of substation

The substation hereby approved shall not be constructed until full details are attained in regards to its final design, size, height and specification in line with UK Power Networks (UKPN) guidelines and until these are submitted to and approved by the local planning authority.

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

19 B1a office use – restriction

The B1a office accommodation hereby approved on the third and fourth floors of the proposed development shall be used solely for the purposes of civic functions confined to purposes within Harrow Council services, and for no other commercial purpose outside of this remit without prior written consent from the local planning authority.

REASON: To safeguard the on-going operation of a locally important function within the Borough.

INFORMATIVES

1 **POLICIES**

The following policies and guidance are relevant to this decision:

National Planning Policy and Guidance:

National Planning Policy Framework (2018)

The London Plan (2016):

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

Local Development Framework

Harrow Core Strategy 2012

CS1 B Local Character

CS 1 U Flooding

Harrow and Wealdstone Area Action Plan (2013)

AAP3 – Wealdstone

AAP4 – Achieving a High Standard of Design and Layout throughout the Heart of Harrow

AAP 9 – Flood Risk and Sustainable Drainage

AAP19 – Transport, Parking and Access within the Heart of Harrow

AAP21 - Harrow Waste Management Site

Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development

DM9 Managing Flood Risk

DM10 On Site Water Management and Surface Water Attenuation

DM12 Sustainable Design and Layout

DM20 Biodiversity

DM21 Enhancement of Biodiversity and Access to Nature

DM23 Streetside Greenness and Forecourt Greenery

DM31 Supporting Economic Activity and Development

DM32 Office Development

DM42 Parking Standards

DM43 Transport Assessments and Travel Plans

DM44 Servicing
DM45 Waste Management

2 GRANT WITH PRE-APPLICATION ADVICE

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

3 MAYOR CIL

Please be advised that approval of this application by Harrow Council will attract a liability payment *TBC* 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 *TBC* for the application, based on the levy rate for Harrow of £35/sq m and the stated increase in floorspace of *TBC*.

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

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

4 HARROW CIL

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

Harrow's Charges are:

Residential (Use Class C3) - £110 per sqm;
Hotels (Use Class C1), Residential Institutions except Hospitals, (Use Class C2), Student Accommodation, Hostels and HMOs (Sui generis)- £55 per sqm;
Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants and Cafes (Use Class A3) Drinking Establishments (Use Class A4)
Hot Food Takeaways (Use Class A5) - £100 per sqm
All other uses - Nil.

The Harrow CIL Liability for this development is:

5 CONSIDERATE CONTRACTOR CODE OF PRACTICE

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

6 COMPLIANCE WITH PLANNING CONDITIONS

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

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

7 INFORMATIVE

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

8 STREET NAMING AND NUMBERING INFORMATIVE

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

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

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

9 Thames Water Section 106 Consent

LB Harrow suggest that the Developer should submit a revised Thames Water Section 106 consent for all gulley connections to surface water public sewer. The applicant should contact the Thames Water Developer Services at the earliest opportunity.

REASON: To protect the integrity of the Public Sewer Network and ensure separation of surface and foul water systems in line with our Development Management Policy 10.

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