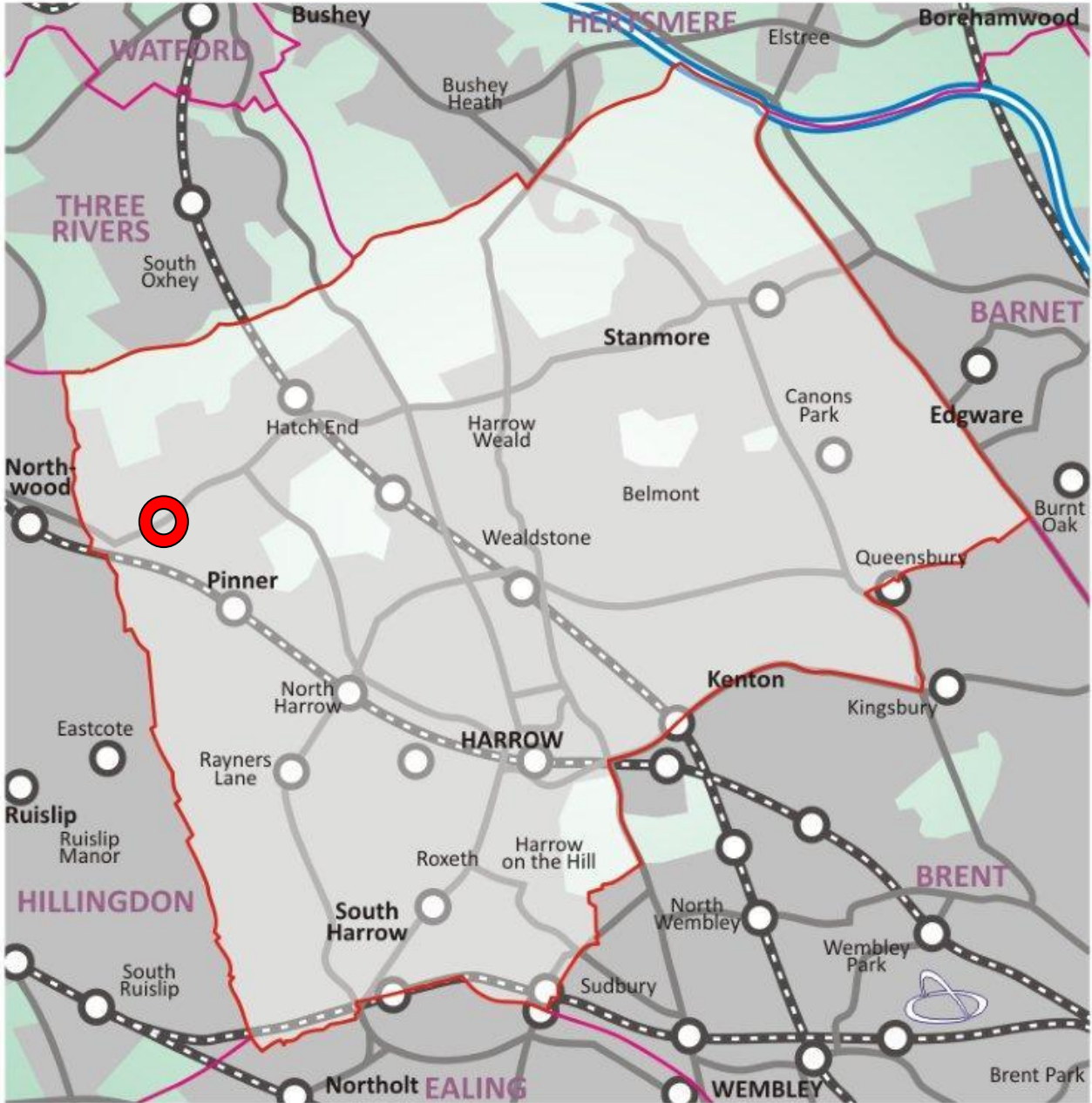
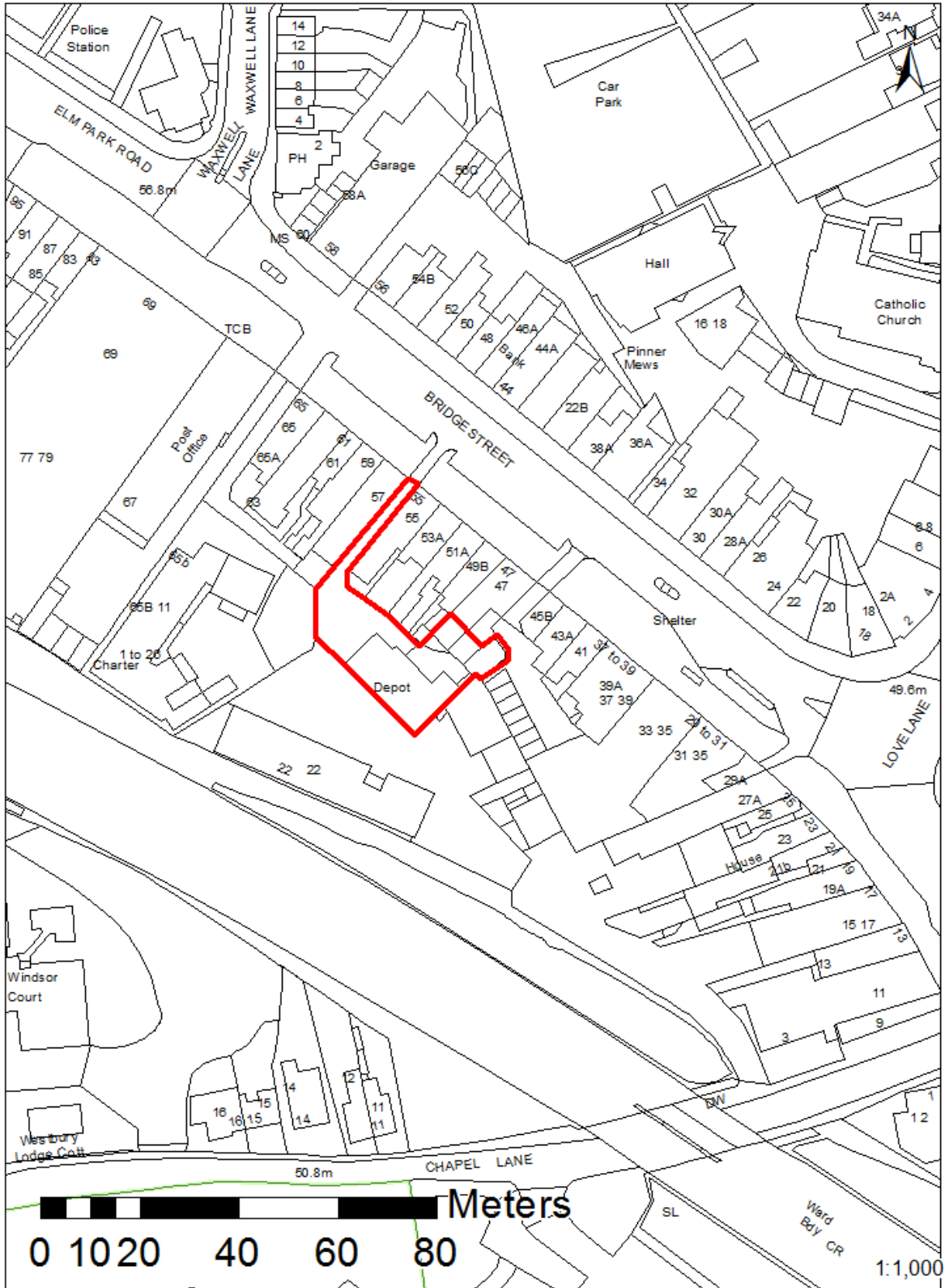


 = application site



<b>Factory r/o 47 Bridge Street, Pinner</b>	<b>P/5308/18</b>
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# Factory r/o 47 Bridge Street, Pinner



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## LONDON BOROUGH OF HARROW

### PLANNING COMMITTEE

17<sup>TH</sup> April 2019

**APPLICATION NUMBER:** P/5308/18  
**VALIDATE DATE:** 23/01/2019  
**LOCATION:** FACTORY REAR OF 47 BRIDGE STREET PINNER  
**WARD:** PINNER SOUTH  
**POSTCODE:** HA5 3HR  
**APPLICANT:** MR BEJAL MEHTA  
**AGENT:** NEWELL PROJECTS LTD  
**CASE OFFICER:** RAPHAEL ADENEGAN  
**EXPIRY DATE:** 26/04/2019

#### PROPOSAL

Redevelopment to provide single and three storey office building with mezzanine floor in roofspace (Class B1); Bin / cycle storage; (Demolition of existing buildings at rear)

#### RECOMMENDATION

- 1) agree the reasons for approval as set out in this report, and
- 2) Delegate Authority to the Interim Chief Planning Officer to grant planning permission subject to no significant objections received following additional consultations and the Conditions listed in Appendix 1 of this report.

#### REASON FOR THE RECOMMENDATIONS

The proposed development of the site would provide a high quality development of 762sq.m of office space in Pinner Town Centre and in a sustainable location. The proposed development would be appropriate within the urban environment in terms of quality and character and socio economic.

The proposed redevelopment of the site would result in a modern, simple design that responds positively to the local context, and would not have a negative impact on the character of its locality. The development would have a positive impact on the town centre providing high quality sustainable office space for future business. The business floorspace would be accessible for all future occupiers and users of the development. The layout and orientation of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers and businesses.

## **INFORMATION**

This application is reported to Planning Committee as it is for the construction of more than 400sq.m of commercial floorspace and therefore falls outside Schedule 1b of the Scheme of Delegation.

Statutory Return Type:	Minor Development: All Other
Council Interest:	None
Gross Floorspace:	762sq.m
Net additional Floorspace:	289sq.m
GLA Community Infrastructure Levy (CIL) Contribution (provisional):	£17,340

## **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 Polices 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	Factory Rear Of 47 Bridge Street Pinner
Applicant	P/5308/18
Ward	Pinner South
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
Other	Pinner Town Centre

Non-residential Uses		
Existing Use(s)	Existing Use / Operator	Office /Storage distribution (B1/B8)
	Existing Use Class(es) sq.m	Use Class B1/B8 473sq.m
Proposed Use(s)	Proposed Use / Operator	Commercial use (B1A)
	Proposed Use Class(es) sq.m	Use Class B1 (Office) 762sq.m
Employment	Existing number of jobs	0
	Proposed number of jobs	35

Transportation		
Car parking	No. Existing Car Parking spaces	0
	No. Proposed Car Parking spaces	0
	Proposed Parking Ratio	N/A
Cycle Parking	No. Existing Cycle Parking spaces	5
	No. Proposed Cycle Parking spaces	13
	Cycle Parking Ratio	N/A
Public Transport	PTAL Rating	3
	Closest Rail Station / Distance (m)	245m (Pinner Station (LU))
	Bus Routes	H11, H12, H13, 183
Parking Controls	Controlled Parking Zone?	Zone A

	CPZ Hours	11am-12oon
	Previous CPZ Consultation (if not in a CPZ)	N/A
	Other on-street controls	N/A
Parking Stress	Area/streets of parking stress survey	N/A
	Dates/times of parking stress survey	N/A
	Summary of results of survey	N/A
Refuse/Recycling Collection	Summary of proposed refuse/recycling strategy	Internal Refuse Storage

<b>Sustainability / Energy</b>	
Development complies with Part L 2013?	N/A
Renewable Energy Source / %	N/A

## **PART 2 : ASSESSMENT**

### **1.0 SITE DESCRIPTION**

- 1.1 The subject site is a 554sq.m parcel of land situated at the rear of No.47 Bridge Street and extends along a shared driveway to Bridge Street. The site is located within the Pinner Town Centre
- 1.2 The site slopes in a south-easterly direction and also from the rear towards the front in a north-easterly direction.
- 1.3 The building has been extended by way of single and two storey additions to provide a factory for use as a Bakery (use Class B1). The factory building is currently vacant.
- 1.4 The building has its own access from the rear service road.
- 1.5 The lawful use of the main building fronting Bridge Street is retail (use Class A1).
- 1.6 Planning Permission was granted under P/1912/14 to convert the first and second floors from ancillary retail offices (Class A1) to residential (class C3) comprising to self-contained flats.
- 1.7 The surrounding area is retail with a mixture of residential, offices and some workshops of between 2 and 4 stories high.

### **2.0 PROPOSED DETAILS**

- 2.1 The application proposes the demolition of the existing buildings to the rear of the shop and upper floors fronting 47 Bridge Street and the erection of a part single, part three-storey building.
- 2.2 The proposed building would provide 762sq.m of office floorspace over ground, first, second and mezzanine floors.
- 2.3 Primary access to the building would be provided at the north-western end, with a communal stairwell and lift providing access to all floors.
- 2.4 The proposal would include changes to the current site levels to bring it in level with the adjacent service/ access road.
- 2.5 Cycle parking and refuse storage would be located at the northern corner of the site. The existing refuse storage for the retail and residential units fronting Bridge Street would also be stored within the new build.
- 2.6 Hard and soft landscaping would be provided at the north-western end of the building.

2.7 It should be noted that the proposed development is identical to the scheme approved under reference P/3327/15 on 27/08/2015, which has now expired.



### 3.0 RELEVANT PLANNING HISTORY

Ref no.	Description	Status and date of decision
P/1912/14	Removal of existing plant unit from roof Change Of Use Of First And Second Floors From Offices Associated With Previous Shop Use To Two Self-Contained Flats (Use Class C3). Alterations To Existing Shop Premises To Enlarge Existing Shop And To Create Access To New Flats; External Alterations.	Granted – 01/07/2014
P/2199/15	Variation of condition 6 (approved plans) for planning permission p/1912/14 dated 1.7.2014 with new drawings to allow revisions to shop and communal staircase layout.	Granted – 17/07/2015
P/2041/15	Redevelopment to provide single and two storey office building with mezzanine floor in roofspace (use class b1); bin / cycle storage; demolition of existing buildings at rear.	Granted – 30/07/2015
P/3327/15	Redevelopment to provide single and three storey office building with mezzanine floor in roofspace (use class b1); bin / cycle storage; demolition of existing buildings at rear..	Granted – 27/08/2015 .

### 4.0 CONSULTATION

4.1 A total of 26 consultation letters were sent to neighbouring occupiers and businesses regarding this application.

4.2 The public consultation period expired on 13<sup>th</sup> February 2019.

#### 4.3 Adjoining Properties

Number of Letters Sent	38
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, together with the responses received and officer comments::

<b>Consultee</b>	<b>Summary of Comments</b>	<b>Officer Comments</b>
LBH Highways	No objections, subject to conditions requiring the submission of a construction method statement, travel plan statement and delivery & service plan	Noted
Conservation Officer	I would have no objections to this proposal in relation to the locally listed 36 Bridge Street since there would be limited visual impact.	Noted
Historic England	The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.	Noted
Environment Agency	No response has been received	
Policy Team	No response has been received.	
LBH Refuse and Waste Department	No response has been received.	

## **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 2015 [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.

5.5 The document was published in draft form in December 2017 and is currently in the Examination in Public (EiP) stage, with the Panel’s report expected in Autumn 2019. Given that the draft Plan is in the EiP stage of the formal process it holds some weight in the determination of planning applications, although lesser weight will be given to those areas of the plan that are being challenged through the EiP process (including any potential inconsistencies with the NPPF).

5.6 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.

## **6.0 ASSESSMENT**

6.1 The main issues are:

- Principle of Development
- Character and Appearance of the Area
- Residential Amenity
- Traffic and Parking
- Flood Risk and Development

## **6.2 Principle of Development**

- 6.2.1 Policy CS1(A) of Harrow's Core Strategy undertakes to manage growth in accordance with the spatial strategy. The spatial strategy directs residential and other development to the Harrow & Wealdstone Intensification Area, town centres and, in suburban areas, to strategic previously developed sites.
- 6.2.2 The site is regarded as previously developed land for the purposes of the policies contained within the National Planning Policy Framework and the Harrow Core Strategy which seeks to redirect all new development to previously developed land.
- 6.2.3 The site is located in Pinner District Centre's Primary Shopping Area, and is behind the Primary Shopping Frontage.
- 6.2.4 The principle of the proposed development has been accepted by virtue of the approval of an identical scheme under reference P/3327/15 dated 27/08/2015 comprising class B1 floorspace, which has now expired through passage of time. However, there have been no material changes to the planning policy framework that would result in a change to that position. The application has been assessed on this basis.
- 6.2.5 Consequently, the principle of the proposal is considered acceptable and has been established on the site, subject to all other main relevant material planning considerations.

## **6.3 Character and Appearance of the Area**

- 6.3.1 Policy DM1 of the Harrow Development Management Local Policies Plan 2013 (DMP) requires all new development to provide a high standard of design and layout, respecting the context, siting and scale of the surrounding environment. Policy DM1 reflects policies 7.4.B and 7.6.B of The London Plan 2016 and policy CS1.B of the Harrow Core Strategy 2012 which seeks to ensure that development respects local character and enhances the public realm.
- 6.3.2 At present, the application site at the rear of no. 47 is largely covered with built development ranging from single to two storeys in height, including the two-storey factory building at the rear. The existing building includes a small centrally located pitched roof. The surrounding area includes a mixed form of development without any significant coherence or commonality of design. Specifically, the properties fronting Bridge street are generally three-storey terraced buildings with ground floor retail and office / residential above. The area to the rear of Bridge Street includes Charter Court, a four storey 'U' shaped block of flats and a two storey office building further south.
- 6.3.3 The proposed part single-storey aspect of the development would extend from the rear of 47 Bridge Street and would predominantly infill the application site. The proposal plans indicate that a 257 sqm office suite would be provided at ground floor, with three rooflights over. Two cycle and refuse storage areas would also be

provided at ground floor, serving both the upper floor residential units of 47 Bridge Street and the proposed offices. Internal access would be provided between the proposed office building and the retail unit and residential flats within 47 Bridge Street.

- 6.3.4 While the proposed development represents a marginal increase to the footprint of the ground floor, this additional floorspace would not be visually dominant when considering the character of the surrounding area which includes various single and two-storey extensions projecting from the rear of properties fronting Bridge Street. In this context, the design and proportions of the proposed ground floor extension would sit comfortably within its surroundings. Furthermore, while the existing ground floor infill development is piecemeal in appearance, the proposed scheme would provide uniformity to the scale and design of the ground floor of the application site. Specifically, the proposed ground floor extension would maintain one building height, which follows the existing floor-to-ceiling height of the ground floor retail unit at 47 Bridge Street. The proposed use of render would reflect that of no. 47 Bridge Street, while the use of metal cladding and powder-coated metal windows and doors ensures that the building delivers its own individual design.
- 6.3.5 The proposed development involves the demolition of the existing factory building and the construction of a three-storey building with a centrally located pitched roof. The proposed building would provide office floor space at first and second floors, with additional floorspace provided within a mezzanine level within the pitched roof. In line with previous advice, the proposed three-storey height of the building and central pitch are considered acceptable. Specifically, while it is acknowledged that the proposal would result in an additional storey from what currently exists on site (additional two-storeys at south-western end), this height is not considered to be excessive when considering the surrounding development which includes three-storey terraced buildings fronting Bridge Street and Charter Court, a four storey 'U' shaped block of flats, to the north-west. It is also noted that planning permission has been granted for the rear of 57 Bridge Street for a two-storey detached office building with pitched roof. Furthermore, the proposed footprint of the upper floors generally follows the building lines established by the existing factory building. Accordingly, on balance, the proportion of the proposed development and the relationship to surrounding development is considered acceptable.
- 6.3.6 In architectural terms, the proposed development would generally retain the design and appearance of the existing factory building. Specifically, the proposed building includes a centrally located pitched roof, similar to the existing factory building. While the proposal would replace the existing first floor pitched roof at the south-western end of the building with a flat roof, the loss of this feature is acceptable. The proposed flat roof at the south-western end of the building would provide symmetry to the building on either side of the central pitch.
- 6.3.7 Similar to the previously approved scheme, the applicant has indicated that proposed materials would include brickwork, render with raked vertical joints, a metal parapet roof and powder-coated metal windows and external door. While the proposed materials are generally considered acceptable, further details and samples of the proposed material and boundary treatment are required by way of

a planning condition. Again, this has been deemed acceptable by the approval of the previous scheme

- 6.3.8 Accordingly, the proposed scale and design of the part single / part three-storey building would not detract from the character or appearance of the area to the rear of Bridge Street, in compliance with Policies 7.4B and 7.6B of the London Plan (2016) and Policy DM1 and DM 22 of the Harrow Development Management Policies Document (2013).

## **6.4 Residential Amenity**

### Impact of the Development on Neighbouring Amenity

- 6.4.1 Policy DM1 of the DMP seeks to “ensure that the amenity and privacy of occupiers of existing dwellings are safeguarded”.
- 6.4.2 It is considered that the proposed development would be sufficiently sited from the rear elevation of the upper floor residential properties fronting Bridge Street to protect the amenity of the occupiers of these flats. Specifically, the proposal plans indicate that a minimum distance of 16.0m would be provided between the upper floors of the proposed development and the rear elevation of the residential properties to the north-east, fronting Bridge Street. In this respect, the proposal would not result in a detrimental loss of light to these occupiers. Furthermore, given this separation and also considering that all east facing upper floor windows would be obscured glazed and fixed shut, the potential for overlooking to the rear windows of the residential units would be minimal. While these properties would experience some loss of outlook as a result of the increased height on the application site, given the acceptable design and appropriate use of materials (to be approved), the proposal would not result in an undue harm.
- 6.4.3 Given the commercial nature of the surrounding development to the rear and side of the application premises, no amenity issues result.
- 6.4.4 In conclusion, the proposed development is not considered to result in undue harm to the surrounding residential properties, in compliance with policy 7.6B of The London Plan (2016), and policy DM1 of the Harrow Development Management Polices Local Plan (2013).

### Layout and Quality of Office Floorspace

- 6.4.5 Due to the limited opportunity for the placement of windows on the ground floor link building, the offices at this level would be provided with a limited amount of outlook, natural light and poor levels of ventilation. The proposed upper floors would generally be dual aspect, with north-east facing obscured windows provided on its front elevation (facing the rear of no. 47 Bridge Street) and larger windows on the north-west side elevations, facing towards the land rear of no. 57. Small windows in the rear elevation and rooflights would also serve the proposed development. The building would be served by a lift in addition to the main stairwell, with wheelchair WC also provided at ground floor. The proposed location of refuse and cycle storage at ground floor is acceptable. Accordingly, given the acceptable layout of upper floor commercial floorspace and also when considering

the quality of the existing floorspace provided within the link building established on the site, on balance, the quality of the proposed commercial floorspace would be acceptable.

## **6.5 Traffic and Parking**

- 6.5.1 Policy CS1.R of the Core Strategy states that parking for new development will be managed to contribute to the delivery of a modal shift from the private car to more sustainable modes. Policy CS1.S of the Core Strategy states that over-development of sites with a low public transport accessibility rating will be resisted. Higher densities will be considered appropriate where the proposal involves the redevelopment of a previously-developed site of strategic significance and can secure improvements to local transport sufficient to enhance the public transport accessibility level of the site.
- 6.5.2 Policy DM42 requires that proposals that result in inappropriate on-site parking provisions, which lead to significant on-street parking problems, prejudice highway safety or diminish the convenience of pedestrians and cyclist will be resisted. This is further supported by Policy DM46B(c) and DM46D(c), which require community facilities to have no adverse impacts on residential amenity or highway safety, and to provide adequate parking and access arrangements.
- 6.5.3 The proposal suggests a car free development for the proposed commercial building. The offices and visitor related activity may generate an element of new parking demand in the surrounding area. However, it is accepted that the very high transport sustainability of the location coupled with extensive surrounding parking controls will help promote parking restraint thereby reducing overall private car activity.
- 6.5.4 In traffic generation terms the potential use intensity generated by the proposed commercial building is not envisaged to be measurably excessive and therefore does not raise any specific concerns. In this context, any additional burden that may be imposed on the existing on-street parking demand is not envisaged to be significant.
- 6.5.5 The site will remain to be accessed via the road between 55 and 57 Bridge Street. It is understood that this road is a shared access road, with rights of way provided to various properties to the rear of Bridge Street. The proposal would not involve works to this road and as such, general access for pedestrians and vehicles would continue via the existing service road.
- 6.5.6 The proposed scheme would provide 6 cycle parks within a screened enclosure and a further 7 spaces to the front of the building for the proposed office use. The location of the proposed cycle parking and provision of spaces is considered acceptable.
- 6.5.7 The location of the refuse storage within a screened enclosure is considered to be an improvement to the existing refuse storage on the site. While the location of the refuse storage would generally remain unchanged, the bins would now be stored within a designated screened storage area. Furthermore, the proposal to relocate that refuse storage and cycle parking for the upper floor flats and ground

floor retail unit fronting Bridge Street to the rear of the site is considered an improvement from the existing arrangement.

- 6.5.8 The refuse arrangement would need to conform to Department for Transport guidance and the Council's Refuse Code of Practice which encourages bin placement to be within 10m of the point of pick-up which in this case would be directly off Bridge Street. Collections would generally be concentrated off-peak avoiding peak hour and are therefore unlikely to affect residential amenity to any measurable degree however to conform to the 10m rule an internal management regime would need to be secured to achieve this requirement. The applicant has indicated that the refuse bins would be stored within the refuse storage areas at all times apart from collection days, when the bins would be taken to Bridge Street for collection. This arrangement is considered acceptable.
- 6.5.9 It is expected that concerns would likely be raised by a surrounding residents in regards to the proposed demolition and construction works at the site and the need to navigate lorries around the land to the rear of Bridge Street. A condition requiring the submission and approval of a construction method statement prior to works commencing on site has been recommended.

## **6.6 Flood Risk and Development**

- 6.6.1 The application site is located within a critical drainage area as defined by the maps held by the local drainage authority and therefore the proposal would need to comply with policy DM10 of the DMP, which requires proposals for new development to make provision for the installation and management of measures for the efficient use of mains water and for the control and reduction of surface water runoff.
- 6.6.2 The Council's Drainage Engineer has raised no objection to the proposed development subject to the imposition of conditions requiring details of the measures to be put in place to deal with surface water storage and attenuation.

## **7.0 CONCLUSION AND REASONS FOR APPROVAL**

- 7.1 The proposal to construct a part single storey / part three-storey commercial building at the application site meets the intent of Policy CS1.A of Harrow's Core Strategy 2012. The proposed scheme is not considered to detract from the character and appearance of the surrounding area, nor is it considered to significantly impact the amenity of surrounding occupiers. Accordingly, the proposal is considered to comply with Policies 7.4B and 7.6B of the London Plan (2016) and Policy DM1 and DM 22 of the Harrow Development Management Policies Document (2013).



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

### **Conditions**

#### **1 Time Limit 3 years - Full Permission**

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

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

#### **2. Approved Drawing and Documents**

PSL/47BSB/01 Rev A; PSL/47BSB/02 Rev A; PSL/47BSB/03 Rev A; PSL/47BSB/04 Rev A; PSL/47/BSB/05 Rev A; PSL/47BSB/06; PSL/47BSB/07; Design and Access Statement; Planning Statement – Received 3/12/2018 and Heritage Statement – Received 17/01/2019.

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

#### **3. Materials**

Notwithstanding the details shown on the approved drawings, full particulars and samples of the following shall be provided at or near the site and agreed in writing by the Local Planning Authority before the development hereby permitted progressing beyond damp proof course:

- a: facing materials for the building;
- b: the windows/ doors;
- c: the hard surfacing; and,
- d: the 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 and to ensure a satisfactory form of development in accordance with policy 7.4B of The London Plan (2016), policy CS.1B of the Harrow Core Strategy and policy DM1 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to the development proceeding beyond damp course level as the approval of details beyond this point would be likely to be unenforceable.

#### 4. Construction Method

No development shall take place, including any works of demolition, until a Construction Method Statement & Logistics Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for:

- i. Parking of vehicles of site operatives/visitors
- ii. HGV access to site – loading and unloading of plant and materials
- iii. Number of HGV's anticipated
- iv. Storage of plant and materials used in constructing the development
- v. Programme of work and phasing
- vi. Site layout plan
- vii. Highway condition (before, during, after)
- viii. Measures to control dust and dirt during construction
- ix. A scheme for recycling/disposing of waste resulting from demolition and construction works.

The approved Statement shall be adhered to throughout the construction period.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers, in accordance with Policy DM1 of the Local Plan, and to ensure that development does not adversely affect safety on the transport network in accordance with Policy 6.3 of the London Plan and Policy DM43 of the Local Plan.

#### 5. Travel Plan

Prior to occupation of the development, a travel plan statement in relation to the proposed office use, shall be submitted to, and approved in writing by the local planning authority. The travel plan shall be implemented in accordance with the approved details from the commencement of the use on site.

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

#### 6. Delivery and Service Plan

The development hereby permitted, shall not be brought into use until an associated service delivery plan, including signage details for delivery vehicles, has been submitted to and approved in writing by the Local Planning Authority. The service delivery plan shall be implemented thereafter in accordance with the approved details.

REASON: In the interests of highway safety and residential amenity in accordance with Policy DM 42 of the Harrow Development Management Polices Local Plan (2013).

7. Removal of Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order 2015 (or any order revoking or re-enacting that order), the premises shall be only be used for office (Class B1a) and not for any other purpose in Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

REASON: To safeguard the amenity of neighbouring residents and the character of the locality and in the interests of highway safety in accordance with policies DM1 and DM42 of the Harrow Development Management Policies Local Plan 2013.

8. Drainage – Foul Water

The development hereby approved shall not commence until a foul water drainage strategy, detailing any on and/or off site works that may be needed to dispose of foul water from the development and to safeguard the development from foul water flooding, has been submitted to and agreed in writing by the local planning authority. The development shall not be occupied until the drainage strategy, including any on and/or off site works so agreed, has been implemented.

REASON: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, in accordance with Policy 5.14 of the London Plan (2016) and Harrow Core Strategy Policy CS1, and to ensure that the development would be resistant and resilient to foul water flooding in accordance with policy DM10 of the DMP.

9. Drainage – Surface Water

The development hereby approved shall not be commenced until details of works for the disposal of surface water, including surface water attenuation and storage, have been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that opportunities drainage measures that contribute to biodiversity and the efficient use of mains water are exploited, in accordance with London Policies 5.11, 5.13 & 5.15 of the London Plan (2016) and policy DM10 of the DMP.

10. Refuse Storage

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

REASON: To safeguard the appearance and character of the surrounding area, in accordance with policy 7.4.B of The London Plan (2016) and with policy DM1 of Harrow Development Management Local Plan (2013).

## Informatives

### 1. Policies

The following policies are relevant to this decision.

National Planning Policy Framework 2018

The London Plan 2016

2.15, 3.5, 6.9, 6.13.C/D, 7.2, 7.3, 7.4.B, 7.6, 7.15.

Draft London Plan 2017

Local Development Framework

Harrow Core Strategy 2012

CS1. B, CS2.A/L/P

Harrow Development Management Plan Policies 2013

DM1, DM2, DM10, DM32, DM42, DM44.

Supplementary Planning Documents

Supplementary Planning Document: Accessible for All 2006

### 2. Pre-application engagement

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 not sought prior to the submission of this application.

### 3. Mayoral CIL

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 £10,115.00 plus indexation for the application, based on the levy rate for Harrow of £35/sq.m and the stated increase in floorspace of 698m<sup>2</sup>.

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. 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.

5. Party Wall Act

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building, and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: [communities@twoten.com](mailto:communities@twoten.com)

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, then you should apply to the Local Planning Authority for a certificate of lawfulness.

7. Liability for Damage to Highway

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

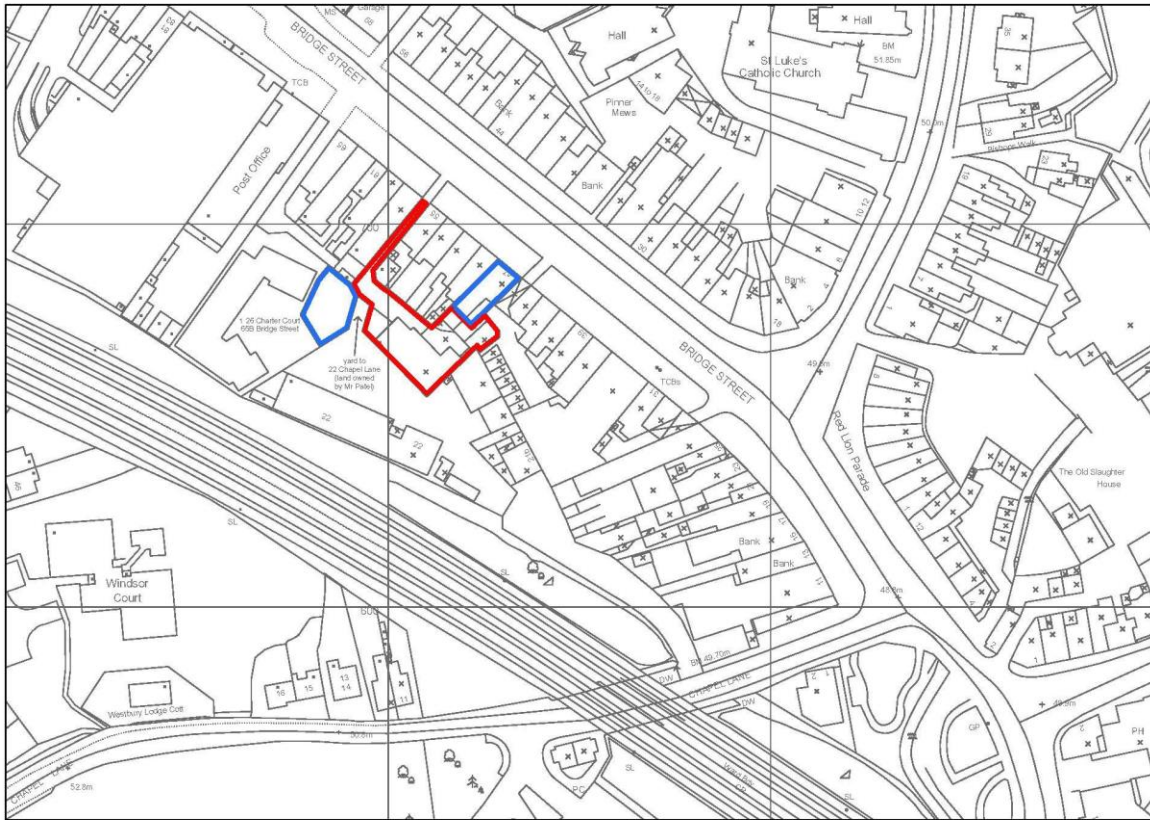
8. Construction Design Management Regulations

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulations require clients (i.e. those, including developers, who commission projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline on 01541 545500.

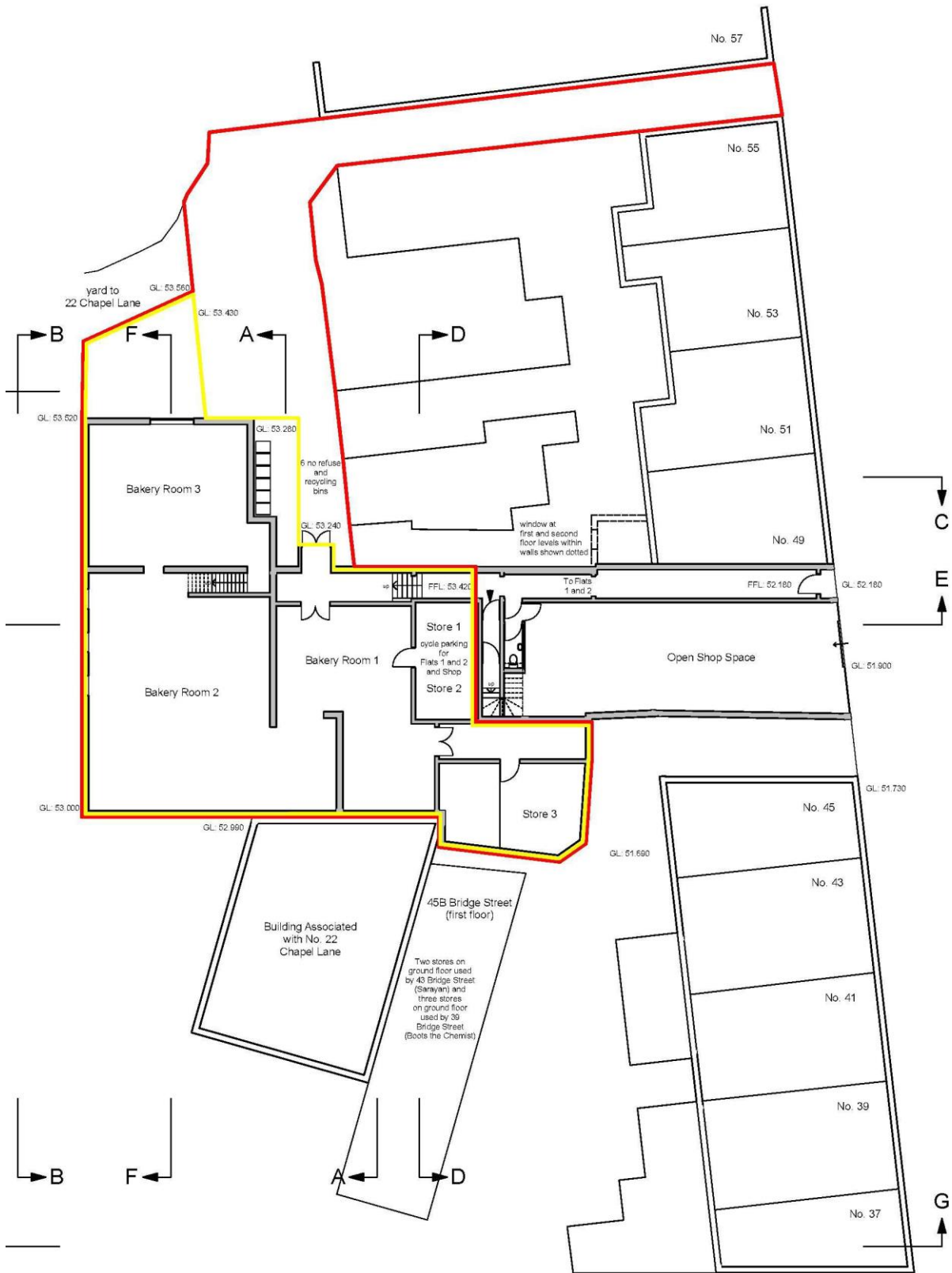
Report Checked:

Interim Chief Planning Officer	Beverley Kuchar	Yes
Corporate Director	Paul Walker	Yes

## APPENDIX 2: SITE PLAN





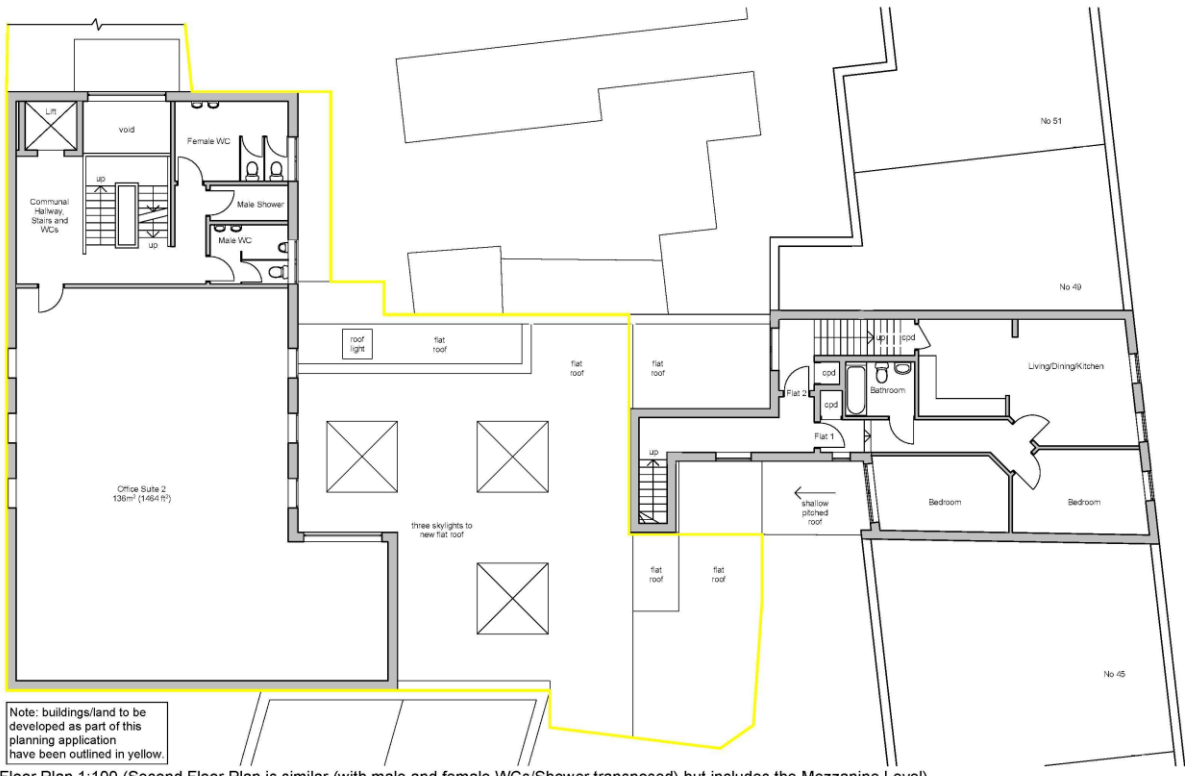
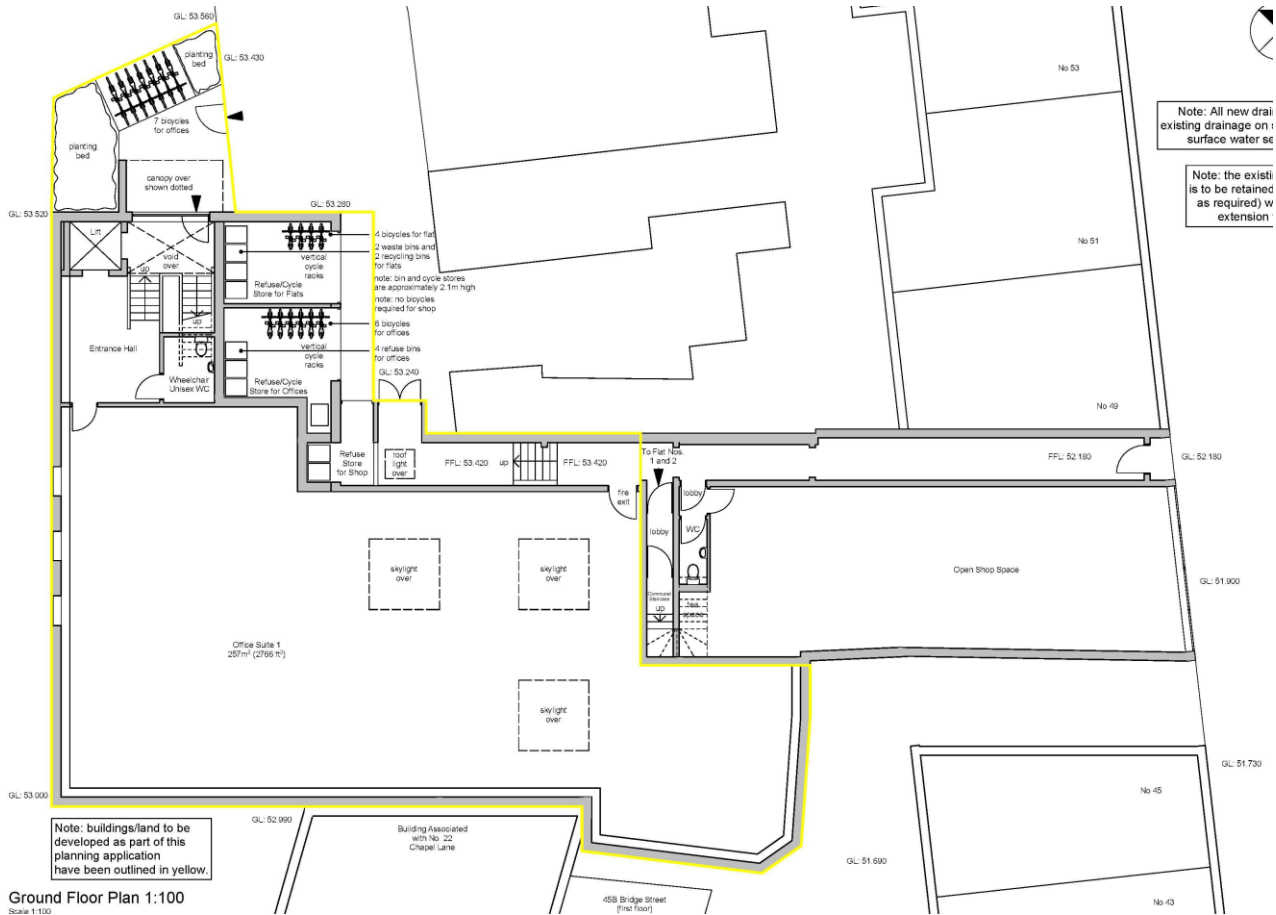


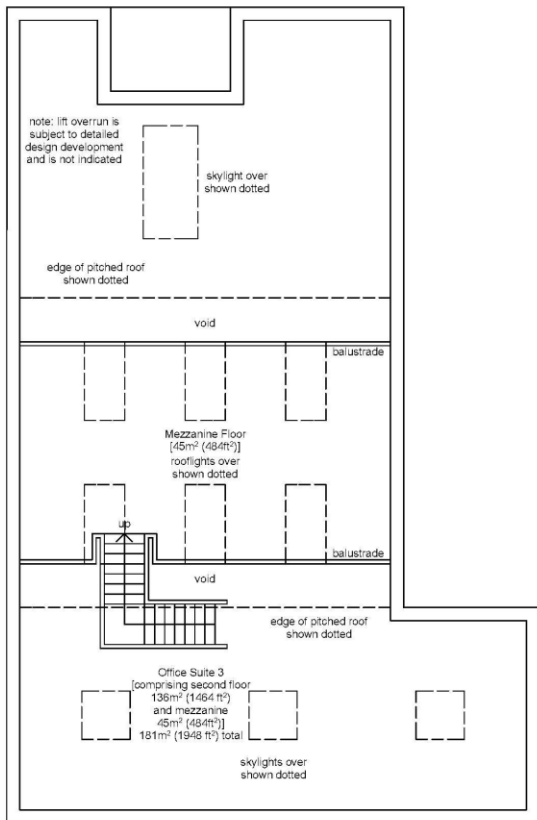
### APPENDIX 3: SITE PHOTOGRAPHS





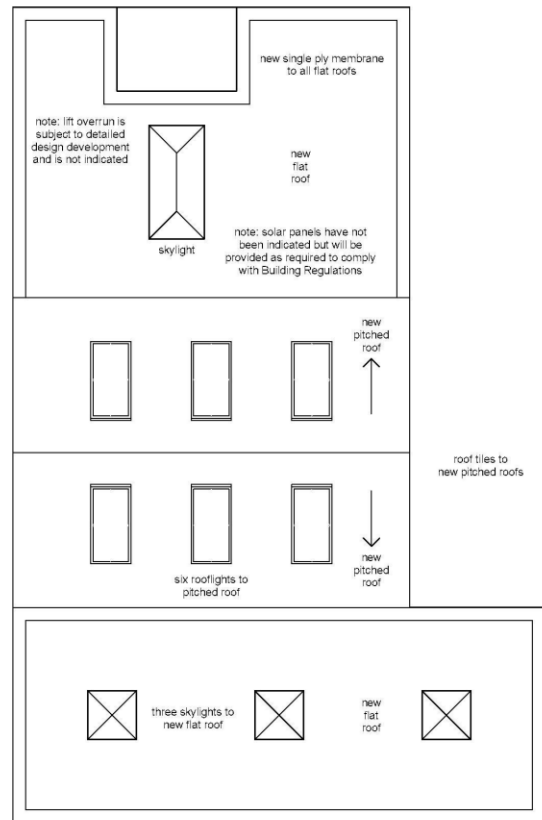
# APPENDIX 4: PLANS AND ELEVATIONS





Mezzanine Level Plan 1:100

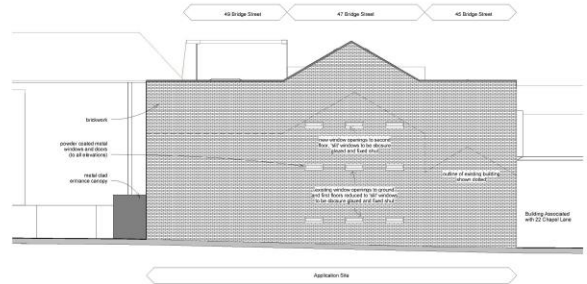
**Mezzanine Floor and Roof Plan**



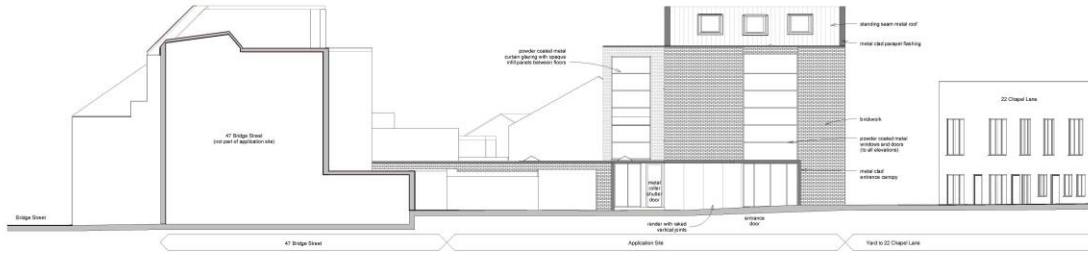
Roof Plan 1:100



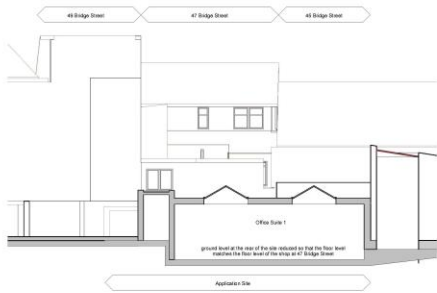
Sectional Elevation A-A (North East Elevation of Bakery)  
1 : 100



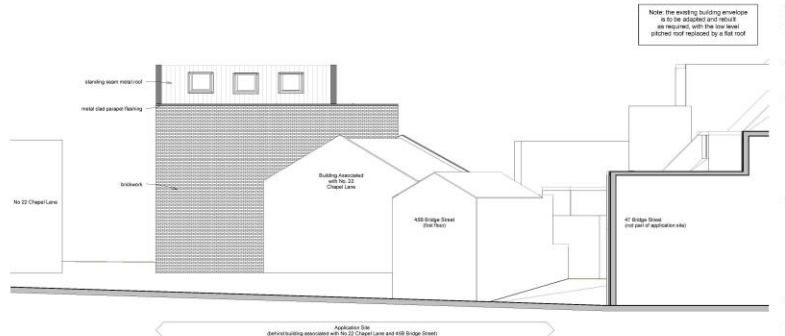
Rear Elevation B-B (South West Elevation of Bakery)  
1 : 100



Sectional Elevation C-C (North West Elevation of Bakery)  
1 : 100



Rear Elevation D-D (South West Elevation of 47 Bridge Street)  
1 : 100



Sectional Elevation G-G (South East Elevation of Bakery)  
1 : 100

Scale 1:100  
0 1 2 3 4 5 6 7 8 9 10 metres

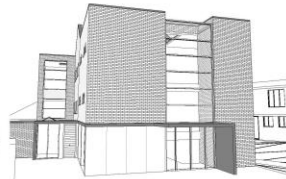
## Elevational Plan



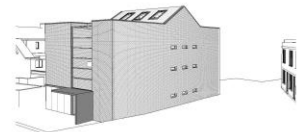
View from North East



View from South East



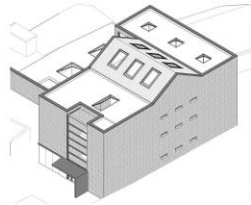
View from South West



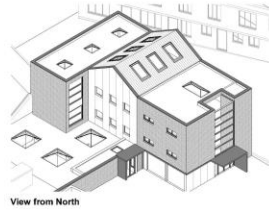
View from North West

Three Dimensional Images of Site and Surroundings NTS

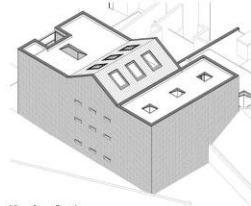
Note: these views are indicative only and do not illustrate architectural detail. Buildings shown form the application to the site shown in 3D relate to the floor plans for the site boundary, which actually passes through some parts of the buildings. Adjacent buildings are shown lighter with grey lines. Ground levels shown in 3D views are indicative of ground levels only.



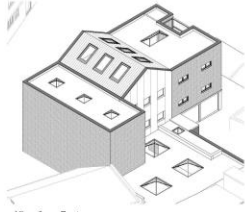
View from West



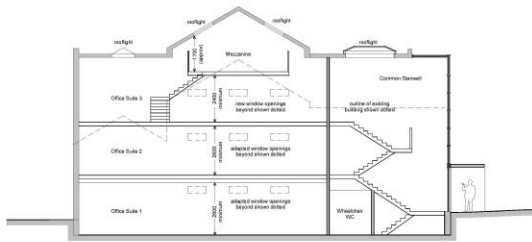
View from North



View from South



View from East



Cross Section F-F (looking South West)

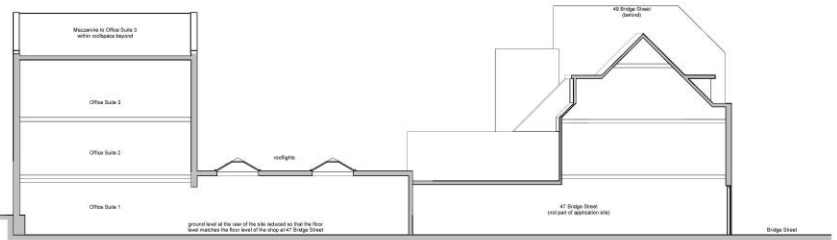
1:100

Note: the existing building envelope as to be retained and rebuilt as required, with the low level pitched roof replaced by a flat roof.



Cross Section E-E (looking North West)

1:100



Scale 1:100  
0 1 2 3 4 5 6 7 8 9 10 metres

# Sections & 3D Views

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