

LONDON BOROUGH OF HARROW

SUPPLEMENTAL ADDENDUM

PLANNING COMMITTEE

DATE: 22ND NOVEMBER 2023

1/01	Land Rear of 121-255 Pinner Road, Harrow
	<p>Alter the wording of Paragraph 4.2 from:</p> <p>A total of 298 responses were received, including a number of objections from outside the Borough (approximately 70 responses).</p> <p>To:</p> <p>A total of 298 responses were received during the initial consultation, including a number of objections from outside the Borough (approximately 70 responses).</p>
	<p>Alter the wording of Paragraph 4.3 from:</p> <p>After the receipt of amended details, a 14-day re-consultation was carried out, expiring on 24th and 27th October 2023, with three site notices posted on 25th October 2023. The final total of comments received was not yet available at the time of the writing of this report and will be reported via addendum, along with any impacts or changes the consultation responses may have on the contents of this report.</p> <p>To:</p> <p>After the receipt of amended details, a 14-day re-consultation was carried out, expiring on 24th and 27th October 2023, with three site notices posted on 25th October 2023. A total of 120 objection letters were received following the re-consultation including a number of objections from residents outside the borough (approximately 39 responses). Furthermore, a petition against the development was submitted which has a total of 166 signatures. In addition to this, it has been discovered that there is an online petition with 31,215 signatures opposing the development of three residential blocks on the site, however this was started on 11th October 2021 and is not solely related to this particular application.</p>
	<p>Alter the wording of Paragraph 4.4 from:</p>

~~A summary of the responses received to date along with the Officer comments are set out below:~~

To:

A summary of the responses received to date along with the Officer comments are set out **within the boxes below**. **Box 1 relates to comments provided following the initial consultation period, and Box 2 relates to comments provided following the re-consultation period. There is significant overlap between many of the objections provided in respect to both the initial and secondary consultations.**

Box 1:

Insert the following above Paragraph 4.5:

Box 2:

General Objection

Object to proposal.

Proposal does not address previous objections raised.

Committee should visit the site.

Character/Appearance/Site & Site Design

Concern of the scale, massing, density and design of the proposal being inappropriate and out of character in respect to surrounding residential homes.

Officer comment: Addressed in Section 6.4.

Concern over there being an unsustainable growth of housing within the area and the proposal exacerbating this problem.

Officer comment: The number of prospective occupants resulting from the proposal is not considered to be excessive. Furthermore, it should be noted that there are no local plan policies which preclude the provision of new dwellings within the area, it would be unreasonable to refuse the application on this basis.

Residential Amenity

Concern over the development appearing overbearing and resulting in a loss of outlook afforded to neighbouring properties.

Concern over the development resulting in a loss of privacy to neighbouring properties, namely through windows and balconies that face towards properties and gardens along Pinner Road.

Concern over a loss of sunlight and daylight to neighbouring residential properties.

Concern over disturbance to neighbours as a result of noise intensification on site.
Concerns over the standard of accommodation provided to prospective residents of the buildings.

Officer comment: Addressed in Section 6.5.

The revisions to the balconies and windows facing properties along Pinner Road would still cause psychological harm as a result of perceived overlooking.

Officer comment: Officers are satisfied that the *separation gaps between blocks 2 and 3 and parallel gardens along Pinner Road are sufficient to overcome significant impact relating to perceived overlooking. Further assessment on impacts of overlooking is provided within Section 6.5.*

Concern over harmful overlooking of adjacent properties along Pinner Road by vehicle users along the new access road, as well as noise and light pollution from road users.

Officer comment: The proposed access road has been intentionally set away from the boundaries of adjacent gardens along Pinner Road, and views to and from vehicles, and light spillage would be significantly screened by way of trees, vegetation and boundary treatment.

Traffic and Parking

Concern over overspill car parking to the local highway network with the proposed development only providing 16 car parking spaces.
Concern over the proposed development adding to the already high volume of vehicular traffic within the area.

Officer comment: Addressed in Section 6.6.

The proposed pedestrian access onto the Gardens is highly likely to be used as the main cycling access point, harming pedestrian safety.

Officer comment: *The application has been reviewed by the Council's Highways Officer who has raised no safety concerns in respect to this.*

Environmental Health/ Air Quality/ Pollution

Concern over the development adversely impacting upon air quality within the area.
Concern over significant noise disturbance to adjacent neighbours as a result of construction work.

The use of cranes adjacent to residential properties would be dangerous.
Concern over dust and dirt encroaching onto neighbouring properties during construction.
Concerns relating to appropriate construction hours.

Officer comment: Addressed in Sections 6.11, with additional information in Sections 6.5 and 6.6

Biodiversity/Green Space

General

The proposal will diminish the biodiversity value of the site.
Artificial light pollution will adversely impact upon wildlife including bats.
Existing environment around houses is poor and loss of the trees/wildlife on this land would make living conditions unbearable.

Trees

Fly tipping and poor-quality trees on site should be dealt with by developer without constructing flats.
Replacement trees will not be of the same value as existing trees on site.
Replacement trees should be provided adjacent to the gardens of houses along Pinner Road, these should be pre-grown established trees of the same height as proposed buildings.
Concern over impact on the health of trees within neighbouring properties.

Japanese Knotweed

Japanese knotweed is present on site and be permanently removed prior to an application being considered.
Works to previously remove Japanese Knotweed on site were undertaken, but this has grown back.

Green Space and Trees

The loss of open green space would be to the detriment of its designations as part of Green Corridor.
The loss of multiple TPO trees and trees of amenity and landscape value would be detrimental to the character and appearance of the locality.
The loss of trees and vegetation would result in the loss of an important sound and visual barrier between the houses along Pinner Road and railway to the rear.

Badger mitigation

There is robust evidence for badgers on site which are protected species. The development will disrupt their natural foraging pattern, and will cause danger by way of vehicles and humans.

Badger mitigation is inadequate. Cannot enforce exclusion zone as site is small.

Loss of natural badger sett, use of artificial one. Loss of natural badger habitat.

Artificial sett is likely to fail. Artificial sett too close to footfall/road, would harm badgers. Artificial sett not in location chosen by badgers. Badgers may not understand how to stay in man-made environment or may reject the sett and be forced elsewhere.

It's not possible to move badgers to an artificial sett.

Badgers not likely to survive construction work.

Badgers have been seen in the daylight, so recommendations to carry out works during daylight hours would still have an adverse impact upon badgers.

Badgers will come into gardens and cause damage.

There will be significant noise disturbance to badgers as the proposed development artificial set is located within a busy housing estate with constant human and vehicular activity within close proximity.

Committee members will be able to see the negative impact on displacing badgers if a site visit is undertaken as the site is so small.

The 5mph speed limit to restrict animal fatalities would achieve very little given that animal habits would already be lost, furthermore this speed limit is difficult to enforce, and noise and pollution from vehicles would be significant if this speed limit is not followed.

Officer comment: Addressed in Section 6.8. Noise/loss of noise buffer is addressed in Section 6.5.

Crime

Concern over the development adversely impacting upon crime and security.

Officer comment: Addressed in Section 6.4

Flood Risk & Drainage

Concern over increased risk of flooding within the site and its surroundings.

Concern over the proposal putting excess strain on the existing water and sewage systems within the area, and this resulting in block drains and overspill in relation to surrounding properties.

Officer comment: Addressed in Section 6.7

Waste

Proposal may result in flytipping on the back of Pinner Road properties. Would result in more mess for existing residents.

Concern over development on the site encouraging rodents as a result of the proposed bin storage.

Officer comment: Addressed in Section 6.6

Local Services

Concern over the proposed development putting significant strain upon the Council, police, school, and medical systems.

Officer comment: Provisions of local services lie outside the purview of planning in certain respects, where these powers are delegated to other authorities. For the purposes of planning, provisions to support local services is made under the Community Infrastructure Liability (CIL), which is applicable to this application.

Other

Previous applications were refused (P/2632/04/CFU/TW, WEST/103/98/FUL, WEST/130/99/OUT), Should be refused for same reasons. Smaller development has previously been refused.

Officer comment: Each application is assessed on its own merits in line with up to date planning policy. The development has materially changed from previous applications and should be assessed on its own accord.

Tensions and conflict could arise between future occupiers of the development and existing occupiers of Pinner Road.

Increasing divisions and social problems in Britain, the proposal will exacerbate them.

Concern over loss of value to surrounding properties.

Officer comment: These are not a material planning considerations.

Alter the wording of Paragraph 6.6.23 from:

~~Good quality, accessible cycle parking is also essential for achieving modal shift as is a safe and well-maintained environment within the shared surface. The development is required to provide a minimum of 63 sheltered, secure and accessible long stay cycle parking spaces and 2 short stay spaces for visitors. The proposal includes 69 cycle parking spaces in total (63 long stay spaces and 6 short stay spaces. Long stay cycle parking will be provided within dedicated secure communal cycle stores within the proposed buildings for residents, and the short stay cycle parking will be provided outside each block. The long stay store would need to accommodate at least 5% accessible stands. Detailed specifications of the cycle storage are required but can be secured by pre-commencement condition, to ensure that any necessary changes to the design are considered prior to construction.~~

	<p>To:</p> <p>Good quality, accessible cycle parking is also essential for achieving modal shift as is a safe and well-maintained environment within the shared surface. The development is required to provide a minimum of 63 sheltered, secure and accessible long stay cycle parking spaces and 2 short stay spaces per block for visitors. The proposal includes 69 cycle parking spaces in total (63 long stay spaces and 6 short stay spaces. Long stay cycle parking will be provided within dedicated secure communal cycle stores within the proposed buildings for residents, and the short stay cycle parking will be provided outside each block. The long stay store would need to accommodate at least 5% accessible stands. Detailed specifications of the cycle storage are required but can be secured by condition, to ensure that any necessary changes to the design are considered prior to construction.</p>
	<p>Alter the wording of Paragraph 6.8.30 from:</p> <p>There is Japanese knotweed on site, which, as per standard practice, would be required to be eradicated by the developer prior to the commencement of construction, and a condition is included here to that effect. It is noted that the applicant has undertaken previous works to treat the Knotweed on site, including recently, and the Landscape’s Architect recommendation for the inclusions of a site survey to assess its current state would therefore be reasonable. It is further noted that the Japanese Knotweed eradication would need to be carried out prior to the commencement of works so as to avoid interference with the implementation of the artificial badger sett.</p> <p>To:</p> <p>There is Japanese knotweed on site, which, as per standard practice, would be required to be eradicated by the developer prior to the commencement of construction, and a condition is included here to that effect. It is noted that the applicant has undertaken previous works to treat the Knotweed on site, including recently, and the Landscape’s Architect recommendation for the inclusions of a site survey to assess its current state would therefore be reasonable. It is further noted that the Japanese Knotweed eradication would need to be carried out in accordance with the approved Construction Management Plan, being prior to the commencement of the residential works and after the creation of the artificial sett and relocation of the existing badger sett, so as to avoid interference with Japanese Knotweed treatment in close proximity to the existing badger sett.</p>
	<p>Correct the following incorrect drawing references within Condition 2 (Approved Drawings & Documents)</p> <p>3043/302 Rev P12</p>

	<p>Is to be altered to:</p> <p>3043/302 Rev P09</p> <p>And</p> <p>3043/304 Rev P11</p> <p>Is to be altered to:</p> <p>3043/304 Rev P12</p>
	<p>Alter the wording of Condition 3 (Demolition and Construction Logistics Plan) from:</p> <p>No development shall take place, including any works of demolition/ site clearance, until a Detailed Construction Method Statement & Logistics Plan has been submitted to, and approved in writing by, the local planning authority, in accordance with the format and guidance provided by CLOCS and Transport for London – www.tfl.gov.uk. The Detailed Construction Logistics Plan shall provide for:</p> <ul style="list-style-type: none"> a) Programme of work and phasing including implementation of the development, including creation of the Badger Protection Zone (BPZ), relocation of badgers and Natural England licensing process; b) Site layout plan; c) The parking of vehicles of site operatives and visitors; d) HGV access to site including the number of HGV's anticipated; e) Loading and unloading of plant and materials; f) Storage of plant and materials used in constructing the development; Highway condition (before, during, after); g) Measures to control the emission of dust and dirt during construction; h) Scheme for recycling/disposing of waste resulting from demolition and construction works; i) details showing the frontage/ the boundary of the site enclosed by site hoarding to a minimum height of 2 metres; and j) Details on the erection and use of tall plant (e.g. tower cranes (incl. slew radius), mobile cranes (incl. slew radius) and piling rigs) The development shall be carried out in accordance with the approved Detailed Construction Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority. <p>REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers and to ensure that development does not adversely affect safety on the transport network in accordance with Local Plan Policies DM1 and DM43 and Policy D14 of the London Plan (2021) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy T7 of the London Plan (2021); as well as ensure</p>

	<p>proper protection of protected species on site and to ensure that the proposed details do not interfere with TfL operations or infrastructure.</p> <p>To:</p> <p>No development shall take place, including any works of demolition/ site clearance, until a Detailed Construction Method Statement & Logistics Plan has been submitted to, and approved in writing by, the local planning authority, in accordance with the format and guidance provided by CLOCS and Transport for London – www.tfl.gov.uk. The Detailed Construction Logistics Plan shall provide for:</p> <ul style="list-style-type: none"> a) Programme of work and phasing including implementation of the development, including creation of the Badger Protection Zone (BPZ), relocation of badgers, Natural England licensing process, and the removal of Japanese Knotweed on site; b) Site layout plan; c) The parking of vehicles of site operatives and visitors; d) HGV access to site including the number of HGV's anticipated; e) Loading and unloading of plant and materials; f) Storage of plant and materials used in constructing the development; Highway condition (before, during, after); g) Measures to control the emission of dust and dirt during construction; h) Scheme for recycling/disposing of waste resulting from demolition and construction works; i) details showing the frontage/ the boundary of the site enclosed by site hoarding to a minimum height of 2 metres; and j) Details on the erection and use of tall plant (e.g. tower cranes (incl. slew radius), mobile cranes (incl. slew radius) and piling rigs) The development shall be carried out in accordance with the approved Detailed Construction Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority. <p>REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers and to ensure that development does not adversely affect safety on the transport network in accordance with Local Plan Policies DM1 and DM43 and Policy D14 of the London Plan (2021) and to ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy T7 of the London Plan (2021); as well as ensure proper protection of protected species on site and to ensure that the proposed details do not interfere with TfL operations or infrastructure.</p>
	<p>Alter the wording of Condition 4 (TfL Infrastructure Protection) from:</p> <p>No development shall take place, including any works of demolition/ site clearance, until the following details have been submitted to, and approved in writing by, the local planning authority:</p>

~~a) Details of any structural or civil engineering works, including details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), which shall be shown to accommodate the location of the existing London Underground structures.~~

~~The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.~~

~~REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2016 Table 6.1 and 'Land for Industry Transport' Supplementary Planning Guidance 2012.~~

To:

No development shall take place, including any works of demolition/ site clearance, until the following details have been submitted to, and approved in writing by, the local planning authority:

a) Details of any structural or civil engineering works, including details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), which shall be shown to accommodate the location of the existing London Underground structures.

The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan **2021** Table **10.1**.

Deletion of the word 'proportionate' within Condition 5 (Construction Environment Management Plan). See bold stricken text below.

No development shall take place, including any works of demolition/ site clearance until a **proportionate** Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP, as well as covering other relevant environmental considerations, will set out how contractors will ensure dust and particulates will be controlled, measures to protect the Badger Zone, and how contractors be made aware and have regard to protected species and the practical and legal situation with regard to development. Supporting method statements in relation to protected/priority species shall have particular regard to the requirements of any Natural England

	<p>license for mitigation in relation to the badgers, features of ecological importance or concern, and INNS (Invasive Non-Native Species).</p> <p>The CEMP shall be adhered to throughout the demolition and construction phases of the development.</p> <p>REASON: To provide appropriate safeguards and mitigation for protection of neighbouring amenities and for biodiversity in accordance with the requirements of the National Planning Policy Framework, policies G6 and SI 1 of The London Plan (2021), and local plan policies DM20 and DM21.</p>
	<p>Deletion of the word ‘guaranteed’ within Condition 9 (Japanese Knotweed). See bold stricken text below.</p> <p>No development shall take place, including works for demolition/ site clearance, until a detailed Method Statement for guaranteed/ warranted eradication of the Japanese Knotweed on site has been submitted to and agreed in writing by the Local Planning Authority. This shall include:</p> <p>(a) An updated site survey; (b) Details of how the Japanese Knotweed is proposed to be treated, removed and eradicated, with a timetable, proposed method, drawings identifying, locating and detailing the method.</p> <p>The removal and appropriate disposal of the Japanese Knotweed shall be carried out in accordance with the approved details.</p> <p>REASON: To safeguard the ecology and biodiversity of the area and to ensure that measures are agreed and put in place to remove Japanese Knotweed and to prevent further contamination on and off site.</p>
	<p>Deletion of the words ‘in the’ within Condition 30 (Glazing). See bold stricken text below.</p> <p>No window(s) / door(s), other than those shown on the northern flank elevations shall be installed in the without the prior permission in writing of the local planning authority.</p> <p>REASON: To safeguard the amenity of neighbouring residents.</p>
	<p>Alter the wording of Condition 31 (Obscure Glazing) from:</p> <p>The windows in the northern flank elevations above lower ground floor level of all buildings of the approved development shall:</p> <p>a) be of purpose made obscure glass, b) be permanently fixed closed below a height of 1.7 metres above finished floor level and shall thereafter be retained in that form.</p>

~~REASON: To safeguard the amenity of neighbouring residents.~~

To:

The windows in the northern flank elevations above lower ground floor level **shall be constructed in accordance with the following approved drawings:**

3043/302 Rev P09 - Block 2 Floorplans

3043/303 Rev P14 - Block 3 LG & GF Floorplans

3043/304 Rev P12 - Block 3 1st, 2nd & Roof Plans

3042/402 Rev P07 - Block 2 Elevations

3042/403 Rev P010 - Block 3 Elevations

3042/405 Rev P02 - Oblique Window Details

REASON: To safeguard the amenity of neighbouring residents