



HILLINGDON
LONDON



Petition Hearing - Cabinet Member for Planning and Transportation

Date: WEDNESDAY, 10 MARCH
2010

Time: 7.00 PM

Venue: COMMITTEE ROOM 3A -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

Cabinet Member hearing the petitions:

Keith Burrows, Cabinet Member for
Planning and Transportation

How the hearing works:

The petition organiser (or his/her
nominee) can address the Cabinet
Member for a short time and in turn the
Cabinet Member may also ask questions.

Local ward councillors are invited to these
hearings and may also be in attendance
to support or listen to your views.

After hearing all the views expressed, the
Cabinet Member will make a formal
decision. This decision will be published
and sent to the petition organisers shortly
after the meeting confirming the action to
be taken by the Council.

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Published: Tuesday, 2 March 2010

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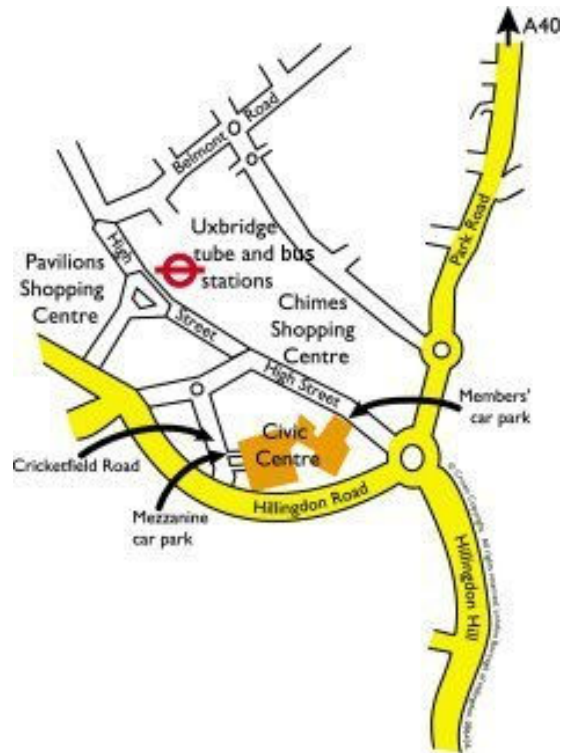
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Agenda

PART 1 - MEMBERS, PUBLIC AND PRESS MAY ATTEND

- 1 To confirm that the business of the meeting will take place in public.
- 2 To consider the report of the officers on the following petitions received.

	Start Time	Title of Report	Ward	Page
3	7.00pm	Larne Road and West Hatch Manor, Ruislip - Condition of Carriageway Surface	Eastcote & East Ruislip	1 - 8
4	7.00pm	Hoylake Gardens, Ruislip - Condition of Carriageway Resurface	Cavendish	9 - 16
5	7.30pm	Mount Pleasant, South Ruislip - Condition of Pavements, Kerbstones and Carriageway Surface	Cavendish	17 - 22
6	8.00pm	Cranborne Waye and Dorchester Waye, Hayes - Street Lighting at the Junction with Wimbourne Avenue	Barnhill	23 - 26
7	8.00pm	Concerns about the number of 'High Rise' Planning Applications in Yiewsley, West Drayton and Cowley	Uxbridge South	27 - 32

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LARNE ROAD AND WEST HATCH MANOR - CONDITION OF CARRIAGEWAY SURFACE	
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Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Stuart Foulstone, Environment and Consumer Protection
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	This report has been produced in response to a petition signed by 17 residents of Larne Road and West Hatch Manor, requesting that road and footway surfaces be replaced and the road lining be reviewed.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough.
Financial Cost	£54,000 – Larne Road £54,000 – West Hatch Manor
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Eastcote and East Ruislip Ward

RECOMMENDATIONS

That the Cabinet Member for Planning & Transportation notes the views of the petitioners and asks officers to consider:

1. Placing Larne Road and West Hatch Manor on the list for structural resurfacing.
2. Placing Larne Road footway on a future resurfacing programme.
3. Continue to monitor West Hatch Manor footway and ensure any responsive maintenance works to damaged kerbs, defective bituminous areas or concrete paving slabs are implemented as necessary.
4. Carrying out a review of the thermoplastic road lines, particularly at the junctions with West Hatch Manor and implement re-lining where appropriate.

INFORMATION

Reasons for recommendation

Officers consider that a substantial part of the West Hatch Manor carriageway has suffered loss of structural integrity in the uppermost layers. There is also suggestion that Larne Road may be in the early stages of a loss of structural integrity. This is reinforced by the results of the UK Pavement Management System (UKPMS), which provides an average Coarse Visual Inspection (CVI) result of 110.95 for Larne Road and 114.02 for West Hatch Manor, where 75 is the point at which action is recommended.

Both the existing West Hatch Manor and Larne Road carriageways have suffered significantly within a relatively short period of time and there is evidence of crazing and rutting in significant areas with shallow fretting in isolated areas. This is partly due to the natural ageing of the bituminous surface, which is now breaking up after an estimated life of at least 43 years. More significantly, the uppermost structural layers in West Hatch Manor and Larne Road appear to be failing, with trench reinstatements in Larne Road and West Hatch Road creating a patchwork effect in the carriageway, with some settlement and fretting of these reinstatements.

The surface edges of the road between the kerb and the carriageway have worn in a number of locations and would benefit from responsive repairs. Furthermore, the recent severe weather has greatly exacerbated the existing situation resulting in a rapid deterioration in the roads at these locations. Parking of vehicles, especially at junction locations is causing a problem to drivers, significantly reducing forward visibility.

Alternative options considered

None.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. Larne Road is a residential road approximately 275m in length, and runs between West Hatch Manor and Eastcote Road. The carriageway is of flexible construction, being constructed of bituminous layers. The footways are also of flexible construction with surfaces constructed of bituminous materials.
2. West Hatch Manor is a residential road approximately 240m in length, and runs between Windmill Hill and Manor Way. The carriageway is of flexible construction, being constructed of bituminous layers. The footways are both of flexible and paved construction with surfaces constructed of bituminous materials and concrete slabs respectively.
3. Based on the results of the recent UKPMS structural condition surveys, carried out on all roads between January and March 2009, both Larne Road and West Hatch Manor

are losing structural integrity and are recommended for strengthening. Officers consider these roads to be high priority on both surface condition and 'Serviceability' criteria such as appearance and ride quality, etc. In addition there are areas exhibiting fretting and in some cases these are greater than 40mm, the minimum intervention level for immediate repair for dangerous defects on carriageways. Furthermore there were some potholes visible, which have now been temporarily repaired as a safety measure.

4. The footways in Larne Road are constructed of bituminous material. Trench reinstatements for Cable TV are evident along the footway on both sides of the road. These reinstatements are however considered to be in reasonable condition and do not present any trip hazards for pedestrians.
5. The footways in West Hatch Manor are surfaced with both bituminous materials and concrete paving slabs. The surface of these footways is uneven in some locations with gaps evident between paving slabs where jointing material has eroded with continuous weathering. At the time of the assessment, prior to writing this report, there is some variation in level between adjacent slabs greater than 20mm, the minimum intervention level for immediate repair of dangerous defects on footways. Therefore responsive maintenance work will be ordered to affect repairs to damaged kerbstones and replace some broken concrete paving slabs.
6. The Larne Road and West Hatch Manor footways will continue to be monitored and any responsive maintenance works to damaged kerbs, defective bituminous areas or concrete paving slabs will be initiated as necessary.

Financial Implications

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved surface longevity and appearance would be facilitated in the longer term by surface treatment rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned surface treatment should take place in the programme of highway works having regard to the legal requirement to meet the duty.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

The resurfacing and /or extensive permanent repairs to Larne Road and West Hatch Manor should take into consideration the particular needs of local residents and older people with disabilities to provide smoother, safer highway surfaces and features.

Consultation Carried Out or Required

None to date.

BACKGROUND PAPERS

Petition received, dated 28 September 2009.

APPENDIX 'A' – LOCATION PLAN



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

APPENDIX 'B' – PHOTOGRAPHS OF EXISTING ROAD – OCTOBER 2009



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

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PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

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HOYLAKE GARDENS, RUISLIP – CONDITION OF CARRIAGEWAY SURFACE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Stuart Foulstone, Environment and Consumer Protection
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	This report has been produced in response to a petition signed by 33 residents of Hoylake Gardens, Ruislip, requesting the resurfacing of the carriageway.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough.
Financial Cost	£9,000
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee.
Ward(s) affected	Cavendish Ward

RECOMMENDATION

It is recommended that the Cabinet Member for Planning and Transportation notes the petition and:

1. Requests that the carriageway in Hoylake Gardens be assessed and prioritised for possible inclusion in a future resurfacing programme when funding priorities allow.

INFORMATION

Reasons for recommendation

The carriageway of Hoylake Gardens can effectively be split into two sections.

The first section from Southbourne Gardens to the boundary of no 11 is older than the remaining section. It is a late 1930's concrete road, which was overlaid with a thin layer of 'tarmac' material 30- 40 years ago. The surface material has since deteriorated to the extent that numerous potholes have appeared. This is evident by the extensive number of irregular sized patches along this first section, which makes it difficult to differentiate between patching and surface.

Extensive trenching has also been carried out, to provide service utilities to the later second section, which serves a small housing development built approximately 20 years ago. Some of these trenches now have joint cracks resulting in surface irregularities and necessary repairs.

Each year, in addition to safety inspections, all of the Borough's carriageways are surveyed and assessed for structural condition in accordance with the rules and parameters of the United Kingdom Pavement Management System (UKPMS), the results of which provide the performance indicators and prioritized listings for structural condition.

The Council also carries out its own routine inspections on 'serviceability' grounds for defects such as potholes and surface deterioration and some of the worst roads are included in the resurfacing programme where they are considered beyond normal patching repair and where treatment can generally enhance the visual aspect of the street as well as reducing any ongoing maintenance liabilities.

Hoylake Gardens does not feature highly on last year's structural condition survey results but would qualify for consideration on 'serviceability' grounds.

Alternative options considered

Officers consider that the carriageway surface is beyond patching, thin surfacing or large permanent repairs and only a 40mm inlay will provide a surface to the road.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

- 1 The most recent UKPMS structural condition survey was carried out on all Borough roads between January and March 2009. Hoylake Gardens was placed low on the advised priority list for future structural treatment, however, officers do consider that the section between Southbourne Gardens and the boundary of no 11 is high priority on surface condition and 'Serviceability' criteria such as appearance, ride-quality etc. At the time of the assessment, there were no potholes in evidence greater than 40mm deep, which is the minimum intervention level for immediate repair for dangerous defects.
- 2 Numerous patching operations have been carried out over the years. These have been of a temporary nature as the traditional patching method of cutting out neat rectangles and

compacting in new material is impractical due to the age and brittleness of the surrounding material and the thick concrete slab approximately 25mm below the surface.

Financial Implications

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

The indicative cost of these works is £9,000

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved surface longevity and appearance would be facilitated in the longer term by surface treatment rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned surface treatment should take place in the programme of highway works having regard to the legal requirement to meet the duty.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

Future resurfacing of Hoylake Gardens would contribute to the particular needs of local residents and older people with disabilities to provide a smoother, safer highway surface.

APPENDIX 'A' – LOCATION



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE –SEPTEMBER 2009



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

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MOUNT PLEASANT, SOUTH RUISLIP – CONDITION OF PAVEMENTS, KERBSTONES AND CARRIAGEWAY SURFACE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Stuart Foulstone, Environment and Consumer Protection
Papers with report	Appendices A and B

HEADLINE INFORMATION

Purpose of report	This report deals with a petition signed by 65 residents of Mount Pleasant, South Ruislip, requesting the resurfacing of the carriageway and replacement of pavements and kerbstones.
Contribution to our plans and strategies	A safe borough, a clean and attractive borough
Financial Cost	£65,000 to resurface the carriageway in Mount Pleasant.
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	South Ruislip Ward

RECOMMENDATION(S)

It is recommended that the Cabinet Member for Planning and Transportation:

- Notes that officers have carried out a detailed assessment and that they recommend that the carriageway surfaces in Mount Pleasant receive treatment during a future programme.
- Notes that in response to the petition, responsive works were carried out to repair or replaced damaged kerbs, and to resurface defective areas of tarmac footway, and that some broken concrete paving slabs were replaced.

INFORMATION

Reasons for recommendation

The existing carriageway surface has deteriorated to the extent that shallow fretting has taken place in isolated areas of the carriageway. This is due to the natural ageing of the surface and the surface dressing that has been applied over the original layer. Past patching has filled some of the worst fretting but only as a temporary measure. The road profile is “bumpy” in places but not excessively so. In some small areas the bitmac surface has completely worn away exposing small areas of the original concrete surface. This is not dangerous but does give the road a “patchwork” appearance. Resurfacing would provide a smoother, improved riding surface, maintain the asset value of the highway and improve the visual aspect of the street.

Alternative options considered

Officers consider that the carriageway surface is now beyond normal patching repair and that resurfacing is the only option available to restore a smooth surface.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. Mount Pleasant is a residential road approximately 600 metres long, forming a continuation of Torcross Road and linking with The Fairway. The carriageway is of rigid (concrete) construction, which has been overlaid with bituminous (tarmac) material. The surface would benefit from replacement.
2. Based on the results of the recent UKPMS (United Kingdom Pavement Management System) structural condition surveys, carried out on all Borough roads between January and March 2009, Mount Pleasant is placed fairly low on the advised priority list for future treatment (**Green? – “generally in good condition”**). However, officers do consider that this road is medium priority on ‘serviceability’ criteria such as appearance, ride quality etc. At the time of the assessment prior to writing this report, there was no fretting in evidence greater than 40mm, the minimum intervention level for immediate repair of dangerous defects.
3. Numerous patching operations have been carried out over the years but these have primarily been of a temporary nature as the traditional patching method of cutting out neat rectangles and compacting in new material is impractical due to the age and brittleness of the existing surface course, which overlays the original concrete road. Therefore resurfacing the whole road is the only economical option.
4. A recent inspection of kerbs and footways in Mount Pleasant confirmed the need to undertake responsive maintenance works to replace some damaged kerbstones. Some areas of bitmac (tarmac) footway were also found to be defective. Responsive maintenance work was ordered to effect repairs to damaged kerbstones, and to resurface defective areas

PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

of both tarmac footway and replace some broken concrete paving slabs. This maintenance work has now been completed.

Financial Implications

In certain circumstances the Council can incur legal liability, as the Highway Authority, for loss or damages to users of the highway, as a result of not complying with their duties under the Highways Act 1980, which could result in costs being incurred by the Council in settling claims if the work is not carried out.

Officers are to explore possible resources to fund this work, for instance consideration will be given to obtaining funding from the highways renewal (capital) programme.

Legal Implications

The Council has a statutory duty to maintain the highway under section 41 of the Highways Act 1980 (the duty). Each street must be maintained to the standard necessary to allow its ordinary traffic to pass along it. For example, there is a breach of duty in cases where danger is caused by a failure to repair.

A failure to comply with the duty leading to loss or damage to users of the highway creates a risk of legal liability for the Council.

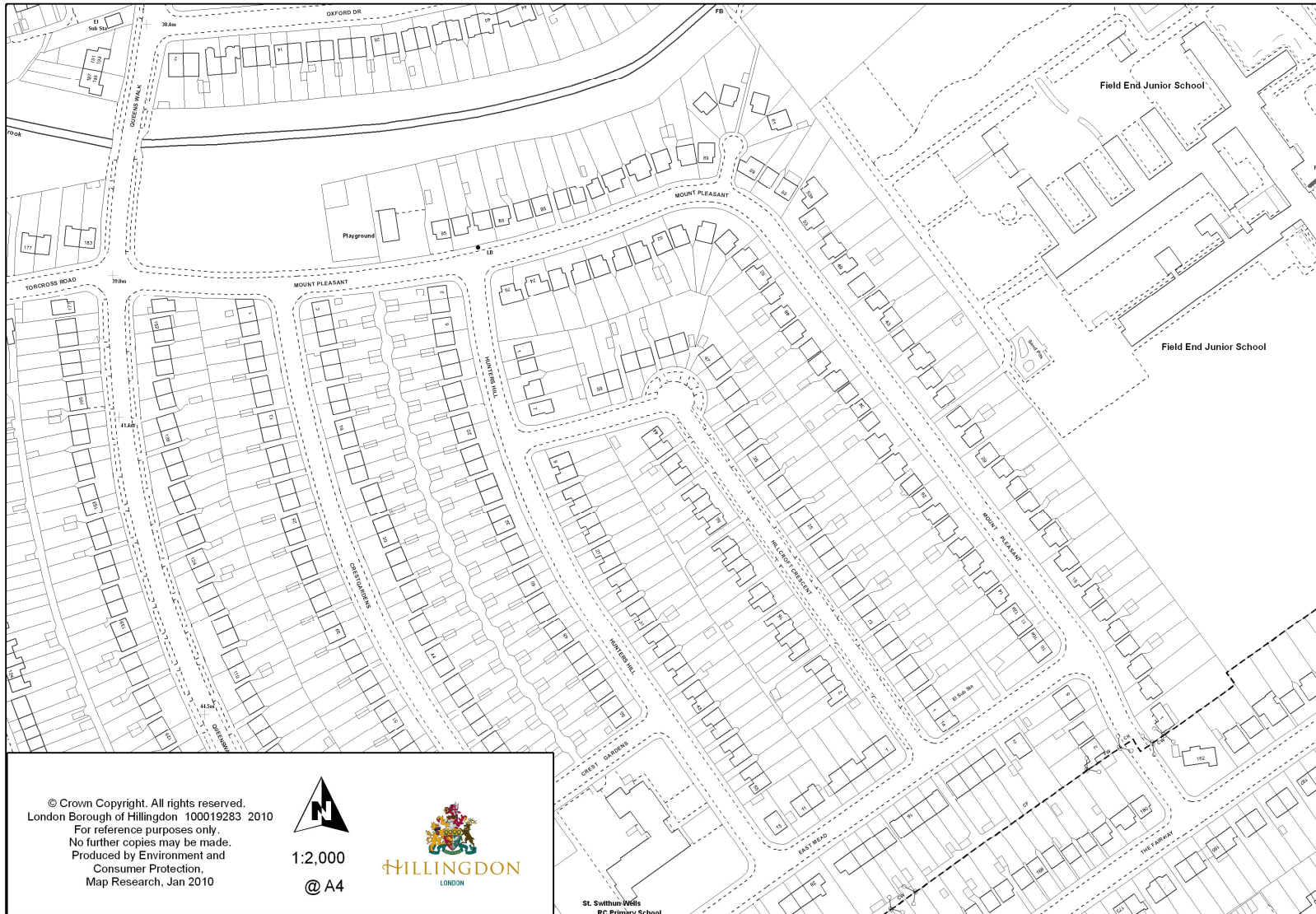
Continued periodic inspection and the making of expeditious repairs, is sufficient to keep the highway in accordance with the necessary standard. The officer's report indicates that although the highways are not dangerous, improved ride quality would be facilitated in the longer term by resurfacing rather than a programme of continued patching. In the meantime, continued patching works may be necessary to discharge the duty.

There are competing priorities in any ongoing programme of maintenance. It is a matter for officers to recommend when the planned resurfacing should take place in the programme of highway works having regard to the legal requirement to meet the duty.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

The resurfacing of Mount Pleasant will take into consideration the particular needs of older people and people with disabilities to provide smoother, safer highway surfaces and features.

APPENDIX 'A' – LOCATION PLAN



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

APPENDIX 'B' – PHOTOGRAPHS OF EXISTING CARRIAGEWAY SURFACE – NOVEMBER 2009



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010



PART 1 – MEMBERS, PUBLIC AND PRESS

Cabinet Member meeting with Petitioners -10 March 2010

CRANBORNE WAY AND DORCHESTER WAY, HAYES – STREET LIGHTING AT THE JUNCTION WITH WIMBOURNE AVENUE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning and Transportation
Officer Contact	Tim Edwards, Environment and Consumer Protection
Papers with report	None

HEADLINE INFORMATION

Purpose of report	This report has been produced in response to a petition signed by 190 residents of Cranborne Way, Dorchester Way and Wimborne Avenue, requesting that the street lighting is improved in Cranborne Way and Dorchester Way near the junction with Wimborne Avenue.
Contribution to our plans and strategies	A safe Borough, a clean and attractive Borough
Financial Cost	The estimated cost of improving the street lighting is £19,000.
Relevant Policy Overview Committee	Residents' and Environmental Services Policy Overview Committee
Ward(s) affected	Barnhill Ward

RECOMMENDATIONS

It is recommended that the Cabinet Member for Planning & Transportation:

1. Notes the petition and listens to the concerns of the petitioners; and subject to this;
2. Agrees to the allocation of £19,000 of the 2009/10 Street Lighting Capital Programme to fund the improvement of the street lighting to the full length of both roads;

INFORMATION

Reasons for recommendation

The existing street lighting does not comply with the recommendations of the current British Standard.

The Police Safer Neighbourhoods Team has also requested that the street lighting be improved to reduce crime and the fear of crime.

This will provide street lighting to the current British Standard recommendations for the whole length of both roads.

Alternative options considered

Officers consider that only improving the lighting at the junctions would Wimbourne Avenue will cause an exaggeration of the poor levels of lighting in the remaining roads.

Upgrading the existing lanterns would lead to very patchy lighting. The areas around the existing columns would be brighter but the sharp cut-off of modern lanterns will make the dark patches between the columns darker.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

- 1 The existing street lighting consists of 9 columns in Dorchester Way and 6 columns in Cranborne Way all of which have 35w low pressure sodium lanterns.
- 2 The proposal is to install 13 new columns and upgrade 4 existing columns in Dorchester Way with 50w high pressure sodium lanterns making a total of 17 columns. Similarly in Cranborne Way to install 6 new columns and upgrade 5 existing columns making a total of 11 columns. This will provide street lighting to the recommendations of the current British Standard.
- 3 It is estimated that the existing lighting scheme was designed at least fifty years ago with a lantern upgrade from mercury to low pressure sodium in the 1970s.

Financial Implications

The new lighting columns are more efficient and cost about 14.5% less to run than the existing columns, however, the number of columns will be increased by nearly 100% resulting in a 60%

increase in maintenance costs. In real terms this increase is about £350 per annum for these two roads. Officers confirm that Capital release has been given to this.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

Providing upgraded lighting will significantly improve the nighttime environment for residents, with a greater feeling of safety and well-being. This could lead to increased walking, cycling and the use of public transport thereby reducing carbon emissions.

Consultation Carried Out or Required

None to date.

Legal

The Council does not have a statutory duty to provide street lighting but may provide it under section 97 of the Highways Act 1980. Where it does provide street lighting there is a duty to maintain it under section 41 of the Highways Act 1980.

BACKGROUND PAPERS

Petition received, dated 14 December 2009.

Email from Police Safer Neighbourhood Team dated 1 September 2009.

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REQUEST THAT THE CABINET MEMBER HEAR CONCERNS ABOUT THE NUMBER OF 'HIGH RISE' PLANNING APPLICATIONS IN YIEWSLEY, WEST DRAYTON & COWLEY	
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Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning and Transportation
Report Author	James Rodger/Nigel Bryce, Planning and Community Services
Papers with report	None

HEADLINE INFORMATION

Purpose of report	To inform the Cabinet Member that a petition has been received from the Yiewsley Community Involvement Group raising concerns about the number of 'high rise' planning applications in Yiewsley/West Drayton/Cowley. The report also addresses concerns regarding consultation generally on planning matters.
Contribution to our plans and strategies	The report explains how various Council procedures and plans involve the public in decision making.
Financial Cost	There are none directly associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Yiewsley, West Drayton and Brunel

RECOMMENDATION

That the Cabinet Member:

- 1. Meets and discusses with petitioners their concerns regarding 'high rise buildings' and public consultation on planning matters.**
- 2. Advise the petitioner, given the evidence presented in the petition report, it is not the case that the Council is allowing lots of high rise buildings in Yiewsley, West Drayton or Cowley.**
- 3. Advise the petitioner, given the evidence presented in the petition report, that the Council already undertakes extensive public consultation on planning matters in excess of statutory requirements.**

INFORMATION

Reasons for recommendation

The report looks at planning submissions for buildings over 3 storeys in the last 3-4 years, with specific regard to Yiewsley, but also West Drayton and Cowley. It notes that most developments for buildings above 3 storeys have been refused planning permission.

The report explains that the Council exceeds statutory requirements for public consultation.

Alternative options considered

The chief petitioner does not advocate any solutions to the issues raised; rather she requests the opportunity to voice the concerns of the local community. This opportunity is given through the Cabinet petition process.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. The petition is stated to represent, '*The concerns from local residents and retailers about the increasing number of 'high rise' applications within Yiewsley, West Drayton and Uxbridge South Wards*'. The petition has 125 signatures and is organised by Gay Brown of the Yiewsley Community Involvement Group. The 125 signatures are on sheets of paper headed, 'Say no to High Rise'.
2. The petition has attached a covering letter (it should be noted that the letter is written in a manner which suggest it is a later add on to the petition). The covering letter raises issues other than concerns over 'high rise buildings'. These can be summarised as:
 - (i) Introduction of a 24/7 culture.
 - (ii) Lack of consultation in general.
 - (iii) A specific concern regarding methods of newspaper advertising used for planning applications.
 - (iv) A reluctance to challenge changes imposed on the local community.
 - (v) A request that the meeting be heard in Yiewsley
3. This report addresses both the headline issue raised by the petition re: 'High rise buildings' and the above five numbered additional concerns.
4. The table below highlights developments over 3 storeys that the report writer is aware of that have been determined in the last 3-4 years in Yiewsley, West Drayton and Cowley:

SITE	MAX STOREY HIEGHT	COUNCIL DECISION & COMMENT IF ALLOWED
Residential student blocks, at Brunel University, Cowley	No higher than existing University Buildings.	ALLOWED - No higher than existing University Buildings.
Porters Way, West Drayton	6/7 storeys	REFUSED
70 Station Road, West Drayton	4 storeys	REFUSED
111-117 High Street, Yiewsley	4 storeys	ALLOWED - Same storey height as two neighbouring buildings.
Honeywell Site, Trout Road, Yiewsley	5 storeys	ALLOWED – Building heights vary across the site and were influenced by previous structures on site.
Versatile House, Yiewsley	5/6 storeys	REFUSED
Tesco, Yiewsley	3/4 storeys	ALLOWED – Decision influenced by earlier appeal decision.
Harrier House, Yiewsley	4/5 storeys	REFUSED
Crusader House, Yiewsley	4 storeys	REFUSED
Stockley Park	10 storey Hotel	REFUSED

The table shows that 6 out of 10 developments were refused. The 4 allowed schemes all have building heights which are similar to neighbouring existing buildings. The evidence clearly does not point to a large number of tall buildings receiving planning permission in Yiewsley, West Drayton or Cowley. It should also be noted that there are numerous brownfield sites within the search area.

5. The petitioners concern regarding lack of consultation in general is best responded to by outlining the consultation currently carried out by the Council on planning matters.
6. There is no statutory requirement for developers to undertake pre-application public consultation. Planning officers nonetheless actively encourage pre-application consultation; in this regard developers are referred to the Councils Statement of Community Involvement. Some, but not all, developers do follow officer advice and undertake pre-application discussions with the local community. The redevelopment of the remainder of the RAF West Drayton site (where there is a planning application currently under determination) was the subject of extensive pre-submission public consultation.
7. The statutory requirement for most major developments is:
 - (a) Site notice in at least one place on or near the land to which the application relates for not less than 21 days.
 - (b) By local advertisement.

The Council greatly exceeds these requirements by writing letters to neighbours in a wide area around application sites. The aforementioned RAF West Drayton application was subject to 1619 consultation letters being issued.

8. The Council actively consults local interest groups such as the Yiewsley Community Involvement Group and the Yiewsley and West Drayton Town Centre Action Group. It should be noted that the Yiewsley Community Involvement Group were pro-actively asked by Council officers to identify the local area which they wished to be consulted on planning applications last year, furthermore, the Yiewsley and West Drayton Town Centre Action Group evolved with support from the Council.
9. At planning meetings the Council allows the public (if a valid petition has been submitted at least 48 hours before the meeting) to speak for up to 5 minutes. The right of the public to speak at planning meetings does not exist at all Councils, but does exist at Hillingdon.
10. Overall it can be concluded that the Council substantively exceeds statutory requirements with respect to public consultation.
11. The lead petitioner in her covering letter raises a concern regarding a 24/7 culture being introduced. There is no explanation given as to why the lead petitioner thinks this is the case. The petitioner indicates that this is linked to planning and licensing decisions.
12. The legislation for licensing is strictly outlined in the Licensing Act 2003. Licensing decisions can only be made with respect to the four licensing objectives:
 - A. The prevention of Crime and Disorder
 - B. Public Safety
 - C. The Prevention of Public Nuisance
 - D. The Protection of Children from Harm.

The Council has regular meetings of a licensing Committee (every 3 weeks). The Council's licensing officers consult all the relevant statutory consultees who can lodge objections with regard to the licensing objectives. In summary the Council could not consider licensing applications any differently from how it currently considers them. However, it must be stressed that licensing and planning applications are mutually exclusive. Most uses that form part of the night time economy are subject to planning applications (e.g. Changes of A1 retail uses to use as a take away, restaurant, bar or nightclub). The Council has consistently applied conditions on such planning applications to control both the hours of use and deliveries. In this regard it can only be concluded that the Council is currently imposing appropriate controls on the night time economy. It should also be noted that the Council has an out of hour's noise team who can investigate noise complaints regarding late night noise.

13. The Cabinet Member is advised that the issue of advertising in local free newspapers has been the subject of formal complaint to the Council by the lead petitioner. That Complaint has been responded to in full. The complaint has not been upheld. It is considered that this matter is now closed and that it does not need to be addressed in this report.
14. The lead petitioner comments that she considers there is a reluctance to challenge changes imposed on the local community. The Council devoted extensive resources to fight its case that the high rise development at Porters Way should be refused at appeal. The table outlining developments over 3 storeys also indicates that the Council has not hesitated to refuse applications for unacceptable development in Yiewsley/West Drayton and Cowley. The statement that the Council is reluctant to

challenge changes imposed on the community is therefore strongly refuted.

15. It is not considered that a specific meeting should be heard in Yiewsley, all petitions to the Cabinet Member are heard at the Civic Centre, which is considered to be a centrally located venue with excellent public transport links, including regular buses to Cowley, Yiewsley and West Drayton.

Financial Implications

There are none associated with recommendations to this report.

Legal Implications

The Council has carried out its statutory duties with respect to public consultations.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail the concerns of petitioners.

Consultation Carried Out or Required

No consultation is required.

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