



HILLINGDON

LONDON

Meeting:	North Planning Committee		
Date:	Tuesday 26th March 2013	Time:	7.00pm
Place:	Committee Room 5, Civic Centre, Uxbridge		

ADDENDUM SHEET

Items: 6	Page: 7	Location: Harefield Academy, Northwood Way, Harefield	
<i>Amendments/Additional Information:</i>		<i>Officer Comments</i>	
Condition 14 should be deleted as the matters in this condition are covered by other legislation.			

Items: 7	Page: 35	Location: Glebe Primary School, Sussex Road, Ickenham	
<i>Amendments/Additional Information:</i>		<i>Officer Comments</i>	
<p>1. A letter has been received from the Ickenham Residents Association making the following points:</p> <p>The Association objection (dated 11th February 2013) raised serious concerns about the transport assessment, and as a result the application as a whole. We recognise the urgent need for more primary school places in the borough but equally see the deterioration of traffic conditions along Long Lane which is bound to get worse as occupation of Ickenham Park increases.</p> <p>The Hillingdon Circus junction is already at full capacity and that changes to the traffic light sequencing would be ill-advised. We had a difference of opinion about the impact of an additional 60 cars per hour that would be expected with the increase in pupils arriving from south of the junction. There are c30 cycles per hour, so an extra two cars per cycle might not seem that many. However since only c30 vehicles can cross, the increase represents 6% and the extra cars will simply add to the queue that builds up in the peak period</p>		<p><u>Hillingdon Circus</u></p> <p>The junction of Western Avenue/Long Lane was assessed within the TA for the design year – 2018 and future year–2028 with and without development traffic. The analyses demonstrated that in 2018, without development traffic, the overall practical reserved capacity at the junction in the AM peak hour would be -14.3% and -3.8% in the PM peak hour. When development traffic is added to the junction, the practical reserved capacity would be reduced by -0.5% and -2.9% in the AM and PM peak hours respectively.</p>	

You acknowledged our concerns about the lack of mitigation for additional road journeys but reassured us that you would be asking for a condition that the school develop a travel plan which would have as a goal nil detriment to the current traffic situation. You pointed out that the growth in pupil numbers would be gradual (c30 per year) so that the success of implementation of the plan could be monitored. You mentioned how enforcement measures, such as vigorously policing parking restrictions, could be used to ensure the success of the plan.

You also said you would be asking for a condition that a Pedestrian Environment Review System (PERS) audit be carried to assess the level of service and quality provided for pedestrians. We asked you to extend the scope of the audit to include Austin's Lane because it is already used as an important pedestrian route to the school, and will continue to be given the new housing development nearby.

You kindly agreed to let us know when the PERS survey would take place.

We suggested that this application could trigger a wider strategic transport issues relating to the connectivity between the North and South of the Borough. You mentioned the complexity surrounding the provision of school bus routes in the borough and agreed to send us more information about it.

We agreed to provide details of potential options for the mitigation of traffic (pedestrian?) safety concerns on both local railway bridges.

Following the meeting some other matters have come to mind; please could you help us with the following:

Will a local one-way system will be considered as a peak hours mitigation

During the future year assessment in 2028, the reduction in capacity equates to -4.2% and -2.7% in the AM and PM peak hours respectively. However, it is noted that beyond a five-year assessment period, traffic on the highway network cannot be accurately predicted and this assessment should only be considered as an indication.

When considering the increase in development traffic through the junction, this only represents an increase of 3% in both the AM and PM peak hours above existing flows through the junction, which assumes that mitigation measures are not implemented as part of the proposed Travel Plan. As a result, there is no justification to provide mitigation at the junction.

PERS and Cycle Audit

A condition will be imposed on the planning consent requiring that within 6 months of the date of issue, a pedestrian (PERS) and cycle audit to be undertaken along the surrounding highway network. The details in relation to the scope of the audit are yet to be agreed, but will include the adjacent highway between the site and Long Lane. The results of the audit will be made available within the public domain.

Any works that are recommended to be undertaken as a result of the audit will be proportionate in relation to the level of expansion of the school.

One way system

measure to control local traffic congestion?

Could you provide us with the specific weightings that will be used in the PERS assessments, and give us an opportunity to comment on them?

Can you assure us that cycling provision will be considered in addition to the PERS audit?

Having another look at the transport assessment it seems that the additional car trips through the HC junction might be higher than you are assuming. Tables 7 and 8 of Appendix A suggest that it would be 142 or 96 with a car sharing scheme. In Appendix D the am peak flow from the south is shown as 935 (775 + 160) so the increase would be 15% without car sharing or 10% with car sharing. Could you please let us know whether you agree with this calculation and if so whether it would have any impact on your recommendation?

2. Conditions 8, 11 and 27 should be amended to read as follows:

8. No development shall take place until a landscape scheme has been submitted to, within 3 months of the date of approval, and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Covered and secure Refuse Storage

2.b Covered and secure Cycle Storage for 20 bicycles and 20 scooters

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points) and the provision of a minimum of 2 disabled parking spaces

2.e Hard Surfacing Materials

A local one-way system could not be implemented and enforced for the peak hours alone. Any enforceable one-way system would be required to be provided with Traffic Regulatory Orders, which would be operational at all times. However, the school could request and encourage (through the Travel Plan) drivers that bringing pupils to the school by car to observe a voluntary one-way system. However, this would not be legally enforceable.

2.f External Lighting

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan.

11. The MUGA hereby approved shall not be used between the hours of 21:00 and 08:00 Monday to Friday, before 10.00 or after 19:00 on Saturdays, before 10.00 or after 18:00 on Sundays, Bank Holidays and other Public Holidays.

REASON

In the interests of residential amenity in accordance with policies BE19, OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

27. Prior to commencement of any works to the MUGA hereby approved, full details of its size, design and layout, which shall comply with Sport England's guidance, 'Artificial Surfaces for Outdoor Sport, 2012, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The MUGA shall be constructed and provided in accordance with the approved design and layout details prior to occupation of the building.

3. Condition 14 should be deleted as the matters in this condition are covered by other legislation. It should be replaced with the following condition:

All materials used for landscaping purposes including soils shall be clean and free of contamination. Imported soils shall be inspected and tested for chemical contamination.

REASON

To ensure that the users of the school development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4. The following minor changes to conditions are recommended:

Condition 5: Amend wording to require submission of details within 3 months of date of consent.

Condition 9: In the first sentence replace the word 'development' with the words 'construction of the building hereby approved.'

Condition 10: Amend wording to require submission of details within 3 months of date of consent.

Condition 12: Amend wording to require submission of details within 1 month of date of consent.

5. The following additional informative is recommended:

With regard to condition 7, it should be noted that the Council's Trees/Landscape Officer has recommended the removal of 3 Pissard Plums in the south-west corner of the site. Consideration should be given to the removal of these trees prior to construction of the tree protection. The removal of the trees and provision of replacement planting should be reflected in the submitted landscaping scheme (condition 8).

Items: 8	Page: 83	Location: Ruislip Gardens Primary School, Stafford Road, Ruislip
<i>Amendments/Additional Information:</i>		<i>Officer Comments</i>
<p>1. Condition 7 should be amended to read as follows:</p> <p>Within 3 months of the date of this consent a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -</p> <p>1. Details of Soft Landscaping</p> <p>1.a Planting plans (at not less than a scale of 1:100),</p> <p>1.b Written specification of planting and cultivation works to be undertaken,</p> <p>1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate</p> <p>2. Details of Hard Landscaping</p> <p>2.a Refuse Storage</p> <p>2.b Storage racks/pods for 46 cycle spaces and 20 scooters</p> <p>2.c Means of enclosure/boundary treatments</p> <p>2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points) and the provision of a minimum of 3 disabled parking spaces</p> <p>2.e Hard Surfacing Materials</p> <p>2.f External Lighting</p> <p>2.g Other structures (such as play equipment and furniture)</p> <p>3. Details of Landscape Maintenance</p> <p>3.a Landscape Maintenance Schedule for a minimum period of 5 years.</p> <p>3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.</p> <p>4. Schedule for Implementation</p> <p>5. Other</p> <p>5.a Existing and proposed functional services above and below ground</p> <p>5.b Proposed finishing levels or contours</p> <p>Thereafter the development shall be carried out and maintained in full accordance with the approved details.</p> <p>REASON</p>		

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan.

2. The following additional conditions are recommended:

16. The proposed drop off/pick up area shall only be used for the dropping off and picking up of children and for no other purpose, including the parking of vehicles. The operation of the drop off/pick up area shall be managed and monitored at all times, including the provision of dedicated marshals.

Reason: To manage the demand for short stay parking at the school and in the interests of highway safety in compliance with policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17. All buildings and structures shown to be demolished/removed, as shown on drawing 8219/A/153 Rev. C, shall be demolished/removed on the completion of the development hereby approved.

Reason:
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan.

Items: 9	Page: 117	Location: South Ruislip Library Plot B, Victoria Road, Ruislip
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<i>Amendments/Additional Information:</i>	<i>Officer Comments</i>
<p>Condition 10 has been overtyped and should read as follows:</p> <p>No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include details of hard</p>	

standing, fencing/railings, benches and hard-surfacing.	
<p>REASON</p> <p>To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	

Items: 10	Page: 141	Location: Eastcote Hockey Club, Kings College Road, Ruislip
Amendments/Additional Information:		Officer Comments
This application has been withdrawn by the applicant.		

Items: 11	Page: 199	Location: 51 The Drive, Ickenham
Amendments/Additional Information:		Officer Comments
<p>1. The plan/drawing on Page 428 is a superseded plan and is not for consideration as part of the application. A garage was originally proposed but has now been removed from the application.</p> <p>2. Sub-section 2d of condition 7 should be amended to read as follows:</p> <p>2.d Car Parking Layouts and a parking allocation scheme which ensures that the parking remains allocated for the use of the approved units and remains under this allocation for the life of the development</p> <p>3. Condition 16 should be deleted as it has been incorporated into Condition 7.</p>		

Items: 14	Page: 243	Location: Rear of 54 Swakeleys Drive, Ickenham
Amendments/Additional Information:		Officer Comments
<p>1. Conditions 4, 8, 15 and 16 should be deleted.</p> <p>2. Condition 7 should be amended to read:</p> <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.</p> <p>REASON</p>		

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3. Condition 10 should be amended to read:

Notwithstanding details shown on drawing number CSa/1976/100D no development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Covered, secure and screened refuse storage/collection point
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts and a parking allocation scheme which ensures that the parking remains allocated for the use of the approved units and remains under this allocation for the life of the development
- 2.e Hard Surfacing Materials
- 2.d External Lighting

3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

- 5.a Existing and proposed functional services above and below ground
- 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). and Policy 5.17 (refuse storage) of the London Plan.

4. Condition 14 should be amended to read:

All residential units within the development hereby approved shall be built in accordance with Lifetime Homes Standards as set out in the Council's Supplementary Planning Document HDAS: Accessible Hillingdon.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

5. The following additional condition is recommended:

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable

water through water collection, reuse and recycling and will:
iv. provide details of water collection facilities to capture excess rainwater;
v. provide details of how rain and grey water will be recycled and reused in the development.
Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). and London Plan (July 2011) Policy 5.12.