

Minutes**MAJOR APPLICATIONS PLANNING COMMITTEE**

27 August 2014

Meeting held at Committee Room 5 - Civic Centre,
High Street, Uxbridge UB8 1UW



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), John Hensley (Vice-Chairman), Peter Curling, Janet Duncan (Labour Lead), Ian Edwards, Henry Higgins, John Morgan and Brian Stead</p> <p>Also Present:</p> <p>Councillor Wayne Bridges, Alan Chapman, Raymond Graham, Pat Jackson and Douglas Mills.</p> <p>LBH Officers Present:</p> <p>James Rodger, Head of Planning, Green Spaces and Culture, Syed Shah, Highway Engineer, Adrien Waite, Major Applications Manager, Tim Brown, Legal Advisor Danielle Watson, Democratic Services Officer.</p>
42.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Cllr Jazz Dhillon with Cllr Manjit Khatra substituting.</p>
43.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
44.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 3</i>)</p> <p>None.</p>
45.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 4</i>)</p> <p>It was confirmed that all items would be considered in Part 1 public.</p>
46.	<p>FORMER MASTER BREWER SITE, FREEZELAND WAY, HILLINGDON 4266/APP/2014/518 (<i>Agenda Item 5</i>)</p> <p>Mixed use redevelopment comprising the erection of a foodstore, measuring 3,543 sq.m (GIA) (Use Class A1) (inclusive of delivery and back of house areas) with 179 car parking spaces and 32 cycle spaces; 3 retail units totalling 1,037 sq.m (GIA) (Use</p>

Class A1 to A5); a 6 storey (plus plant level) 70 bed hotel (Use Class C1), with associated car parking and cycle spaces; together with highways alterations and landscape improvements.(Additional information relating to Transportation, Ecology, Energy and Landscaping).

Officers introduced the report and referred members to the addendum sheet that had been circulated.

Both items 5 and 6 related to a suite of two applications on the former Master Brewer Hotel Site and the land adjacent to it. Item 6 was an outline application for a residential development of a maximum of 125 residential units.

The application sites had a very recent and extremely relevant planning history comprising a suite of two similar applications which were refused on 2 December 2013. Notably at the time, there were live planning applications relating to the redevelopment of another site on Hillingdon Circus, which was no longer the case.

The previous full application for the commercial component of the application was refused for eight reasons. Four of these reasons related to cumulative impacts with the other development on Hillingdon Circus. Two of the reasons related to there being no legal agreement in place to secure necessary obligations. It was explained that the two main issues for consideration were the individual highways impact of the scheme and the visual appearance of the hotel.

The previous outline residential scheme was refused for 6 reasons. Again four of these reasons related to cumulative impacts with the other development on Hillingdon Circus. The other two reasons for refusal were due to the lack of a legal agreement to ensure planning mitigation and that the two sites (residential and commercial) were delivered to provide a comprehensive redevelopment. A legal agreement had now been drafted to address all planning mitigation and accordingly these reasons had now been addressed. The main issue outstanding for the outline residential scheme was the individual highway impact.

The proposals would also secure off site landscaping enhancements to provide a new publicly accessible open space with an area of approximately 5 hectares which would be accessible to all members of the local community. Both applications would also secure highways mitigations measures to improve the operation of the road network in order to mitigate the impact of the proposed development.

Notable highway changes included enhancements to the signage in the area and a 30mph speed limit. There would also be provision of a through vehicle route within the residential development which would enable residents of the residential blocks to access the east of the site without having to travel through Hillingdon Circus.

In relation to the design concern of the hotel, the reason for refusal was very specific and was limited to the height of the proposed hotel in this location. The height of the hotel had now been reduced from 7 storeys to 6 storeys (a 14% reduction in height). The height of the hotel as proposed was considered to be of an appropriate scale for

the location of the hotel within the site and its relationship with the large junction at Hillingdon Circus.

The applicant had provided additional information to the Council which had enabled the Council's Highways Engineer to undertake further assessment of the highways works. The applicant had also proposed some minor changes to the site layout to reduce unnecessary trips going through the junction and to improve safety. With regard to the changes and the additional information provided the Council's Highways Engineer was satisfied that the development proposals within Items 5 and 6 would not result in any unacceptable impacts on the operation of the highway network.

In accordance with the Council's constitution representatives of the petitioners both objecting and supporting the proposals addressed the meeting, including the agent.

Note – Concerns raised by petitioners relate to both items 5 and 6.

The lead petitioner from the Ickenham Residents Association in objection to the application raised the following points:

- Residents still had concerns regarding the proposed Tesco site.
- Despite design improvements a mandate still existed.
- Pedestrian safety was one of the previous reasons for refusal with regard to traffic signalling and increased pedestrian crossing times.
- The previous application did not reflect current traffic conditions.
- There was limited evidence to enable Members to change their view with regards to the traffic impact.
- There would be an impact on local businesses.
- Traffic was already an issue in the area.
- There had been many transport assessments and all had different outcomes.
- Additional traffic would increase the pollution levels which were already as high as Heathrow Airport.

The lead petition from the Oak Farm Residents Association in objection to the application raised the following points:

- Oak Farm was the closest housing area to the proposed site.
- Residents opposed both applications.
- Tesco should specify their opening hours.
- Previous traffic assessments could not give a true indication of the traffic flow in the area or the impact the proposals would have on the traffic.
- There were often queues of traffic from the Uxbridge Road to Ickenham.
- There was no continuous bus route from the Uxbridge Road to Ickenham.
- A reduced left turn from Freezeland Way to Long Lane would increase.
- Yeading Brook could potentially flood.
- The A40 had recently been flooded due to bad weather and was closed for hours.
- If the Mayor of London became a local MP would his decision on applications such as these be a conflict of interest.

The lead petition in support to the application raised the following points:

- Had lived on the Oak Farm Estate since 1968.
- Used to shop once a fortnight now needs to shop every day.
- Would welcome the convenience of a local store.
- The nearest Tesco store was Yiewsley or Yeading which was far away.
- The proposals would improve the appearance of the area.
- Would become a place to drive to rather than drive past.

A representative of the applicant raised the following points:

- Had worked with the Council to address previous concerns raised.
- Had made key changes to the application which included the reduction of the height of the hotel and transport measures.
- There would be a substantial investment to the area.
- New jobs would be created with a percentage offered to local residents.
- 15% of the residential units would be for affordable housing.
- Had worked with TfL and the Council to address traffic concerns.
- Environmental improvements had been made.
- There had been extensive traffic studies and models.
- The pedestrian crossings would be renewed and improved.
- Speed limits would be reduced on Freezeland Way.
- There would be further TfL traffic surveys which was a common practise to ensure the proposals were fine tuned.
- There would be bus service and coach stop improvements.

A Ward Councillor for Hillingdon East informed the Committee that all three Hillingdon East Councillors objected to the proposals.

Members questioned whether the applicant had considered pedestrians leaving Hillingdon Station who wanted to access the store. It was explained that the existing pedestrian crossings would be improved. In addition improvements to the existing coach stop and an extension to the U10 bus service would be made. These improvements were made as part of the S106 agreement.

The Chairman asked for clarification in regards to the recent news that the Mayor of London could be standing as an MP for Uxbridge and South Ruislip. The Legal Advisor present advised the Committee that the Council had a legal obligation to refer certain planning applications to the Mayor of London. Any potential conflict of interest would not be for the Council to determine and the Mayor of London would have to seek advice from his advisors as necessary.

With regard to the 24 hour opening of the store Members were advised that due to the location of the site there had been no concerns. The site was situated and surrounded by busy roads. Members were concerned that future residents could be disrupted by noise created by delivery vehicles from the commercial site or lighting due to the site being open 24 hours. Officers informed the Committee that these concerns had been addressed with conditions in the officers' report and were acceptable.

Officers informed the Committee that whilst there had been issues concerning flooding there were conditions attached to the application which would address the issues and would improve the area, not be detrimental.

The Council's Highway Engineer explained that there needed to be a fine balance as there was both heavy traffic and pedestrian demand. Increases of crossing times had

been kept within safety margins ensuring pedestrians got from A to B safely whilst catering for traffic demand. Most of the increases in pedestrian crossing times were minimal. There would be different staging of the signals which run parallel to each other which would include a phase delay.

It was further explained that there were guard railings and visible crossing points for pedestrians to cross and was unlikely that pedestrians would attempt to cross such busy roads.

Concern was raised about 2 lanes of traffic merging into one. Members questioned whether there would be queues of traffic trying to access the site. The Council's Highway Engineer explained that the proposed site had a long access road with no barrier at the access point. There would be a continuous steady flow of traffic.

The Committee were pleased to see that a Woodland Park was proposed but questioned why it was outside of the red line of the site. The Legal Advisor present informed Members that this was part of S106 public realm works and that the park was considered off site. Members noted that the Council owned the proposed Woodland Park not the applicant, and it would be maintained by the Council's Green Spaces Team. Members agreed that the heads of term vi to the public realm including open space and landscaping.

Members were in agreement that previous concerns had been addressed by the applicant and by conditions attached in the officers' report. Additionally traffic proposals would still need to be approved by TfL and would need further technical approval from the Council.

Members agreed that the wording of condition 9 be delegated to the Head of Planning, Green Spaces and Culture to ensure motorcycle parking was secured on the site.

The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.

Resolved - That delegated powers be given to the Head of Planning Green Spaces and Culture to grant planning permission, subject to the following:

**1. That the application be referred back to the Greater London Authority.
2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:**

(i). Transport: All on site and off site highways works as a result of this proposal. These include the following:

- **Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;**
- **Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development;**
- **Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;**
- **Re-introduction of the right turn for traffic at the Hillingdon Circus junction**

from the Long Lane northbound approach;

- **Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
- **Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
- **Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
- **Provision of an informal pedestrian refuge crossing at the western site access;**
- **Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**
- **Traffic signal timings and operations;**
- **Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;**
- **Coach parking enhancements on Freezeland Way;**
- **Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);**
- **Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).**
- **Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer) to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development;**
- **Contribution to real time information system at bus stops prior to commencement;**
- **Construction Logistics Plan (CLP) to include (but not limited to):**
 - * **Construction traffic generation by development phase;**
 - * **Access routes;**
 - * **Contractor parking;**
 - * **Deliveries to avoid highway network peak hours and traffic sensitive hours;**
 - * **Construction staff travel plan;**
 - * **Measures to manage localised priorities.**
- **Delivery & Servicing Plan (DSP)**

(ii). Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.

(iii). Travel Plans for both the store and hotel.

(iv). Employment and Hospitality Training: An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.

(v). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD ($\text{£}2,500 \text{ for every } \text{£}1\text{m build cost} + (\text{total gross floor area}/7,200\text{m}^2 \times \text{£}71,675) = \text{total contribution}$).

- (vi). **Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.**
- (vii). **Air Quality: a financial contribution in the sum of £25,000.**
- (viii). **Carbon Fund: a contribution of £100,800 for a carbon fund to make up for the shortfall for this development and to make it policy compliant.**
- (ix). **Delivery of the residential development which is subject to a separate outline application:**
- (x) **The applicants pay a sum to the Council equivalent to 2% of the value of contributions for compliance, administration and monitoring of the completed planning (and/or highways) agreement(s).**
- (xi). **The applicants pay a sum to the Council of up to 3% of the value of contributions for specified requirements to project manage and oversee implementation of elements of the completed planning (and/or highways) agreement(s).**
- 3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.**
- 4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.**
- 5. That subject to the above, the application be deferred for the determination by Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.**
- 6. That the conditions outlined in the officers' report and addendum be imposed.**

**47. FORMER MASTER BREWER SITE, FREEZELAND WAY, HILLINGDON
4266/APP/2014/519 (Agenda Item 6)**

Erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highways alterations together with landscape improvements (Outline Application with details of appearance reserved).(Additional information relating to Transportation, Ecology, Energy and Landscaping).

Note – Concerns raised by petitioners relate to both items 5 and 6.

Members had concerns regarding health and education provision as there was going to be another 125 residential units in the local area. Officers informed the Committee that education and healthcare provision had been incorporated into the Community Infrastructure Levy. Concerns relating to air quality were addressed and the air quality in the proposed residential buildings would be as good as it could be.

The recommendation for approval was moved, seconded and on being put to the vote was agreed with 6 votes for and 2 against.

Resolved - That delegated powers be given to the Head of Planning Green Spaces and Culture to grant planning permission, subject to the following:

- 1. That the application be referred back to the Greater London Authority.**
- 2. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**
 - (i). Transport: A s278 and/or s38 agreement will be entered into to address any**

and all on site and off site highways works as a result of this proposal. These include the following:

- Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;
- Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
- Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
- Traffic signal timings and operations;
- Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
- Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development);
- Contribution to real time information system at bus stops prior to commencement;
- Construction Logistics Plan (CLP) to include (but not limited to):
 - * Construction traffic generation by development phase;
 - * Access routes;
 - * Contractor parking;
 - * Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - * Construction staff travel plan;
 - * Measures to manage localised priorities.
 - * Coach stop enhancements on Freezeland Way

(ii). Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.

	<p>(iii). Travel Plan.</p> <p>(iv). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing including review mechanism.</p> <p>(v). None of the market housing will be occupied until 100% of the affordable housing is delivered.</p> <p>(vi). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (total gross floor area/7,200m² x £71,675) = total contribution).</p> <p>(vii). Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.</p> <p>(viii). Air Quality: a financial contribution in the sum of £25,000.</p> <p>(ix). Carbon Fund: a contribution of £100,800 for a carbon fund to make up for the shortfall for this development and to make it policy compliant.</p> <p>(x). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.</p> <p>3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.</p> <p>4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.</p> <p>5. That subject to the above, the application be deferred for the determination by Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>6. That the conditions outlined in the officers' report and addendum be imposed.</p>
48.	<p>THE OLD VINYL FACTORY, BLYTH ROAD, HAYES 59872/APP/20141928 (Agenda Item 7)</p> <p>Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for the second phase: Phase 8 - The Veneer Store (multi-storey car park for 526 vehicles, and 65 space surface car park, together with 332sqm of A1/A2/A3/A4/A5/B1/D1/D2 floor space), of planning permission ref: 59872/APP/2013/3775, dated 31/07/2014 (Variation of condition 4 of outline planning application ref. 59872/APP/2012/1838 for a mixed use development of the Old Vinyl Factory site).</p> <p>Officers introduced the report and referred members to the addendum sheet that had been circulated. The veneer store was a 526 space multi storey car park with 32 sq.m of commercial space at ground floor level. An additional 65 surface level parking spaces, a play area and soft landscaping were also included within the landscaping for this part of the development.</p> <p>The appearance of the development proposed within this application was consistent with the design vision highlighted throughout the master plan. Members were made aware that there would be a facade of multi-coloured fins which served to break up and provide interest to the car park elevations in a way which will integrate successfully with the wider development and street scene.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote</p>

was unanimously agreed.

Resolved - That the application be approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting.

49. **HAYES SWIMMING POOL SITE, BOTWELL LANE, HAYES 1942/APP/2013/3565**
(Agenda Item 8)

Construction of an A1 discount food store with associated car parking and landscaping.

Officers introduced the report and referred members to the addendum sheet that had been circulated. The application related to part of the former Hayes swimming pool, site which was located within Hayes Town Centre adjacent to Botwell Leisure Centre.

Members were made aware that there had been no objection to the principle of redeveloping the site for a retail store, as this was an appropriate use for the site which was located within the Town Centre Boundary.

Member noted that the proposal would provide a generous amount of low level planting along Botwell Lane and would make provision of the retention of existing street trees along both Botwell Lane and Central Avenue. The planting of additional landscaping on the highway verge was also secured by the legal agreement. Overall, the proposal would provide for a well proportion retail building with a generous and well landscaped set back from the street.

Members noted that some individual consultees had raised concerns with regard to the specific design of the building. However, planning policy set out within the National Planning Policy Framework was quite clear that planning decisions should not attempt to impose architectural styles or tastes through unsubstantiated requirements to conform to certain development forms and styles. While, the proposed retail unit may not be to everyone's personal design tastes it was of a fairly standard design which one would expect to see within most town centre and urban locations. Having regard to the set back and landscaping it would certainly not appear out of character with the built form in the surrounding area and is therefore considered to be compliant with adopted policy.

Members were informed that the proposal had secured adequate levels of car parking and full provision for appropriate disabled, brown badge and mother/child spaces by way of planning conditions. The proposals with regard to the location and layout of the site access and the delivery and serving arrangement had been considered both by the Planning Departments Highways Engineer and the Highways Department and were considered acceptable in terms of highways impacts, pedestrian and vehicular safety.

Members were pleased that the proposal would also bring a vacant site, which has been boarded up for a number of years and detracts from the area, back into an acceptable use which would provide jobs, be beneficial to the economy and benefit the area overall.

Members were concerned about the days and times the sale of goods would be allowed. The Committee agreed that the final wording of condition 12 be agreed by the Chairman and Labour Lead.

The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.

Resolved - That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the following:

1. The Council enter into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:

(i). Transport: All on site and off site highways works as a result of this proposal including the use of the highway verge for landscaping (and its future management and maintenance of landscaping) subject to a licence pursuant to S142 of the Highways Act 1980.

(ii). Travel Plan and a Delivery and Servicing plan.

(iii). Air Quality: a financial contribution in the sum of £12,500.

(iv) Town Centre Improvements: £25,000

(v) The applicants pay a sum to the Council equivalent to 5% of the value of contributions for compliance, administration and monitoring, project management and overseeing implementation of elements of the completed planning (and/or highways) agreement(s).

2. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

3. If the above Section 106 agreement has not been finalised by 10th September 2014, then delegated authority to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of onsite and off site highways works, air quality monitoring, town centre improvements and construction training facilities). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

4. That subject to the above, the application be deferred for the determination by Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

5. That the conditions outlined in the officers' report and addendum be imposed.

50. **HARLINGTON QUARRY, NORTH OF CRANFORD LANE, HARLINGTON
2373/APP/2012/2011 (Agenda Item 9)**

Erection of an Anaerobic Digestion Biogas Plant including landscaping, parking and associated works.

Officers introduced the report and outlined details of the application.

This application was seeking permission for the erection of an Anaerobic Digestion Plant at the Harlington Quarry site, which was located within the Green Belt. Members noted that currently the site was being used and had been part of temporary quarrying

	<p>and the site was to be restored following completion of the works.</p> <p>The applicant had attempted to argue that very special circumstances existed as a result of the provision of a waste facility and the fact that it would generate renewable energy. However, officers from both the Local Planning Authority and the GLA have considered the case in detail and do not consider that very special circumstance exist that would outweigh the harm. Members noted the proposal represented inappropriate development in the Green Belt and would be contrary to adopted policy.</p> <p>The proposal had also provided inadequate information to demonstrate that the proposal would not have adverse impact on air quality or with respect to odour pollution and the development was unacceptable for these reasons. In addition there was no legal agreement to secure necessary mitigation measures by way of planning obligations.</p> <p>The recommendation for refusal was moved, seconded and on being put to the vote was unanimously agreed.</p> <p>Resolved -</p> <ol style="list-style-type: none"> 1. That the application be referred back to the Greater London Authority. 2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, and refuse the application for the reasons outlined in the officers' report.
51.	<p>SNOWBASE, EASTERN PERIMETER ROAD, HEATHROW AIRPORT 45151/APP/2014/2016 (<i>Agenda Item 10</i>)</p> <p>New airfield operations facility, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.</p> <p>Officers introduced the report and outlined details of the application.</p> <p>The application was a consultation under the general permitted development order relating to the construction of a new airfield operations facility in the snowbase area of the airport. The proposed development was directly associated to the airport and did not raise any planning concerns.</p> <p>The recommendation of no objection was moved, seconded and on being put to the vote was unanimously agreed.</p> <p>Resolved - No objection subject to the considerations outlined in the officers report.</p>
52.	<p>COMFORT INN, SHEPISTON LANE, HAYES 382/APP/2014/1117 (<i>Agenda Item 11</i>)</p> <p>Creation of new floor above, and erection of 2 x extensions to, existing two level car park to create 25 new hotel rooms with bridge link to main hotel involving extension to</p>

front of main building to create access staircase and installation of new canopy to main entrance.

Officers introduced the report and referred members to the addendum sheet that had been circulated.

Member noted that the appearance of the hotel was considered acceptable having regard to its surroundings and the proposal would not have any adverse impact on the amenity of nearby residential occupiers. Members agreed the proposal were better than previous planning permission which would no longer be implemented.

The Highways Engineer had considered the proposals and found them acceptable in terms of traffic generation, highways and pedestrian safety and car parking. The development also incorporated all necessary aspects of accessible design and was considered wholly acceptable by the Council's Access officer.

The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.

Resolved - That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

A) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

i. The prevention of the implementation of this permission alongside planning permission 382/APP/2013/1163.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 04/09/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicants' submissions have not addressed the cumulative transport impacts of this development being implemented alongside the extant planning permission 382/APP/2013/1163 and no legal agreement is in place to prevent the completion of both developments. Insufficient information has been provided to demonstrate that cumulative development will not have unacceptable highways impacts or to demonstrate that it will provide adequate car parking. Accordingly, the development is contrary to Policies AM7 and AM14 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That the conditions outlined in the officers' report and addendum be imposed.

53.

BOURNE COURT SITE, BOURNE COURT, RUISLIP 11891/APP/2014/91 (Agenda Item 12)

Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works.

Officers introduced the report and referred members to the addendum sheet that had been circulated.

Members noted that the care home has been vacant for a number of years and that there were other facilities which were due to be relocated to new facilities in summer 2014. Given the length of time the care home had been vacant and the fact that there were other facilities being relocated to new facilities there was no objection to the redevelopment of the site for residential purposes.

The Council's Highway Engineer considered the scheme to be acceptable in terms of pedestrian and vehicular safety and traffic generation. Members noted that the level of car parking at 64 spaces for the 49 units was also considered to be acceptable. The proposals would be appropriate in terms of accessibility and sustainability.

Members noted that affordable housing would be delivered on the nearby Acol Crescent site, given that the site was located in very close proximity and in the same ownership as the application site there was no objection to this arrangement in this case and the delivery of the Acol Crescent development would be secured by way of a legal agreement. Members agreed that the word 'main' be deleted from condition 20.

The recommendation for approval was moved, seconded and on being put to the vote was agreed.

Resolved - That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

A) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

- i. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.**
- ii. Affordable Housing: The scheme to deliver 35% as Affordable Housing via an offsite provision on site known as Former The Bridge and Early Years Centre, Acol Crescent, Ruislip, Planning reference 65847/APP/2014/427.**
- iii. Construction Training: £2500 for every £1m build cost + Coordinator costs= 49/160 x £71,675 or in kind scheme**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the

	<p>proposed agreement and conditions of approval.</p> <p>D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 03/09/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason: 'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, transfer construction training and highways works). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'</p> <p>E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>F) That the conditions outlined in the officers' report and addendum be imposed.</p>
54.	<p>70 STATION ROAD, WEST DRAYTON 2954/APP/2014/788 (<i>Agenda Item 13</i>)</p> <p>Variation of planning permission 2954/APP/2011/2723 dated 04/02/2014 to amend condition 2 (Approved Plans List) and condition 4 (Compliance with supporting documentation) in order to make minor alterations to elevation and layout details and remove condition 18 relating to the spiral fire escape. (S73 Application).</p> <p>Officers introduced the report and outlined details of the application.</p> <p>The application proposed a number of minor amendments to a previously approved drawing for the development and the removal of a condition related to a fire escape which was no longer required. Members noted that the amendments did not raise any material planning concerns.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.</p> <p>That delegated powers be given to the Head of Planning Culture and Green Spaces to grant planning permission, subject to the following:</p> <p>A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:</p> <ul style="list-style-type: none"> (i) Affordable Housing provision in the form of 6 discounted open market units (4 x 1 bed and 2 x 2 beds) at 75% of Open Market Value. (ii) Education: to the sum of £126,741. (iii) Health and Social Care: in the sum of £17,320.60. (iv) Libraries in the sum of £1,838.62. (v) Air Quality: £12,500. (vi) Construction Training: £29,710.63 or a scheme to be submitted to and approved by the Council detailing how construction training will be provided to Hillingdon residents as an in-kind scheme. (vii) Project Management and Monitoring Fee: at 5% or £10,405.54. <p>B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being</p>

	<p>completed.</p> <p>C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.</p> <p>D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 11th September 2014, then delegated authority be granted to the Head of Planning Culture and Green Spaces to refuse the application for the following reason:</p> <p>'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, education, health and social care, libraries, air quality or project management and monitoring). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'</p> <p>E) That subject to the above, the application be deferred for determination by the Head of Planning, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>F) That the conditions outlined in the officers' report be imposed.</p>
	<p>The meeting, which commenced at 7.30 pm, closed at 9.59 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Danielle Watson on Democratic Services Officer 01895 277488. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.