



HILLINGDON

LONDON

Meeting:	Major Applications Planning Committee	
Date:	21 JANUARY 2015	Time: 6:00pm
Place:	COUNCIL CHAMBER , Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: All Items	Location: None
Amendments/Additional Information:	Officer Comments:
Replace any reference to 'Head of Planning, Green Spaces and Culture' with 'Head of Planning and Enforcement'	To reflect the Council's updated structure and job titles.

Item: 5 Page: 1	Location: Gaelic Athletic Association, West End Road, Ruislip
Amendments/Additional Information:	Officer Comments:
Amend description of development (page1) Line 1 Extension of car park from 92 to 122 spaces, Line 13 overflow car parking area (160 spaces) Amend reference to proposed parking numbers throughout the report. The total number of on site parking spaces now proposed is 382, comprising 122 in the main car park and 160 at the rear overflow car park.	For clarity and consistency.
The following revised drawings have been received <ul style="list-style-type: none"> · 7321-1003 Rev B (Main Car Park Layout) · 7321-SK04 Rev D (Swept Path) · 7321-SK05 Rev E (Swept Path) · 7321-SK06 Rev D (Swept Path) · 7321-SK07 Rev B (Eastern Overflow Car Park Layout) 	The amended internal layout and swept paths are considered acceptable by the Highway Engineer.
Add the following drawings to the drawing schedule (Page1): 7321-1003 Rev B (Main Car Park Layout), 7321-SK04	To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

<p>Rev D (Swept Path), 7321-SK05 Rev E (Swept Path), 7321-SK06 Rev D (Swept Path), 7321-SK07 Rev B (Eastern Overflow Car Park Layout)</p> <p>Delete the following drawing from the drawing schedule (Page1): 7321-1003-D03_Revised Site Layout x-03_A1</p>	<p>Saved UDP Policies (November 2012) and the London Plan (July2011).</p>
<p>Additional Highway Engineer's comments</p> <p>Having reviewed the revised layout, the coaches exiting the site will be required to enter the lane with opposing traffic on West End Road. However, considering that this will only occur occasionally, I do not consider the proposal to be unacceptable.</p> <p>The revised car parking layout and pick up and drop off layout within the site are considered to be acceptable. The revised layout has resulted in some further loss of on-site car parking spaces to 382, comprising 122 in the main car park and 160 at the rear.</p> <p>The revised access and car parking layout shown on drawing nos. 7321-1003 Rev B and 7321-SK07 Rev B should be included in the list of plans recommended to be approved and the associated highways works should be covered within the S106 heads of terms.</p>	<p>The comments are noted.</p>
<p>Add the following drawings to condition 2 (page 4): 7321-1003 Rev B and 7321-SK07 Rev B Delete the following drawing from condition 2 (page 4): 7321-1003-D03_Revised Site Layout x-03_A1</p>	<p>In order to ensure that the parking and access arrangements are acceptable.</p>
<p>Amend Condition 7 (2d), (page 6)</p> <p>Car Parking Layouts for 122 permanent parking spaces, including demonstration that 20% (12 active and 12 passive) of all permanent parking spaces are served by electrical charging points, 8 disabled parking bays and 11 motorcycle spaces</p>	<p>To provide clarity and precision to the condition.</p>
<p>Replace the wording of the body of condition 16 as follows:</p> <p>The maximum number of persons attending any game or event at the site shall not exceed the following:</p> <ul style="list-style-type: none"> ● A maximum of one game/event per annum, attended by between 1,001 to 3,000 persons; ● A maximum of three games/events per annum, attended by between 401 to 1,000 persons; ● A maximum of ten games/events per annum, attended by between 200 to 400 persons. 	<p>To provide clarity and precision to the condition.</p>

<p>No game or event shall be attended by more than 3,000 spectators.</p> <p>For the avoidance of doubt, there are no restrictions over the number of games/events attended by less than 200 persons.</p>	
<p>Amend condition 19 (page 10)</p> <p>The training pitch shall only be illuminated between the hours of 7am and 9pm Monday to Saturday and 8 am to 9pm on Sundays and Bank Holidays. The training pitch shall not be illuminated by the floodlights hereby approved at any other time. The floodlights installed herein shall be fitted with a timer unit to ensure compliance with these times.</p>	<p>To provide clarity and precision to the condition.</p>
<p>Amend Informative 18 (first sentence)</p> <p>For the purposes of conditions 17 and 22, Tier 1, 2 and 3 games as set out in table 1 (Schedule of Higher Attendance Games) of the submitted Transport Statement are defined as follows:</p>	<p>To provide clarity and precision to the Informative.</p>
<p>TfL comments (page 22)</p> <p>The comments from TfL relate to the original submission where no on-site parking was proposed for the Tier 1 and 2 games. During the course of determining the application, the Highway Engineer required the front car park (permanent parking bays) to be made available for all of the games and the rear car parking area to be made available at least for Tier 1 and 2 games, in order to ensure that adequate parking facilities are provided on site.</p>	<p>For clarity.</p>

<p>Item: 6 Page: 53-74</p>	<p>Location: 15 King Edwards Road, Ruislip</p>
<p>Amendments/Additional Information:</p> <p>Amend condition 7 (page 55)</p> <p>Delete 2a) and 2b)</p>	<p>Officer Comments:</p> <p>These are shown on the plans submitted with the application and no further details of these are required.</p>
<p>Amend condition 14</p> <p>The existing vehicular access shall be stopped up, the footway reinstated and any associated works required to create the proposed crossovers carried out. The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and</p>	<p>In the interests of highway and pedestrian safety.</p>

<p>shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.</p>	
<p>Add condition <u>Secure by design</u> The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.</p> <p>REASON In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.</p>	<p>To ensure an acceptable development.</p>
<p>Insert condition <u>Soils</u> All soils used for soft landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted for approval by the Local Planning Authority. Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.</p> <p>REASON To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).</p>	<p>To ensure an acceptable development.</p>
<p>Comments received from English Heritage Their comments advised that the application should be determined in accordance with national and local policy guidance, and on the basis of the Councils specialist conservation advice.</p>	<p>The comments are noted.</p>

<p>Item: 7 Page: 77</p>	<p>Location: Comet Store, Willow Tree Lane, Hayes</p>
<p>Amendments/Additional Information:</p>	<p>Officer Comments:</p>
<p>Amend Drawing Nos. Delete: line 5. 'Statement on Traffic and Highways'</p>	<p>For clarity.</p>

<p>Add: Statement on Traffic and Highways</p>	
<p>Amend condition 19 (page 79)</p> <p>Delete last paragraph.</p>	<p>The B&Q store was not permitted under permission 198/APP/2001/69. but under an earlier consent ref: 198CJ/93/2013 dated 10 July 1997.</p>
<p>Amend section 3.2 (final para) (page 82)</p> <p>Delete: 'Condition 19 of this permission limits the types of goods that can currently be sold from both the existing B & Q store and former Comet store as follows:</p> <p>Add: 'Condition 19 of this permission limits the types of goods that can currently be sold from the former Comet store as follows:</p>	<p>For clarity and precision. The B&Q store was permitted under under an earlier consent ref: 198CJ/93/2013 dated 10 July 1997.</p>