



HILLINGDON

LONDON

Meeting:	Major Applications Planning Committee	
Date:	05 March 2015	Time: 7:00pm
Place:	Committee Room 5, Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: 6 Page: 13	Location: 88 - 94 Long Lane, Ickenham
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
In Condition 5, replace “details of balconies” with “details of the design, materials, colours and finishes of external doors, windows and dormers, details of the bay windows, balustrades and gable/roof treatment over main entrance, details of roof level plant, vents and flues, gutters and down pipes (to be in cast metal)”.	For amendment
In Condition 7, 2.d, replace ‘5% of all’ with ‘8’ and delete “2.f External Lighting”	For amendment and to prevent duplication of Condition 16.
In Condition 15, after “ There shall be no loading or unloading of”, add “goods”, replace “including delivery and the loading or unloading of goods” with “except for emergency medical supplies”.	For clarity.
Add additional condition:- No demolition shall take place until a contract for the associated development hereby approved has been made. REASON To ensure that premature demolition does not occur in order to safeguard the character and appearance of the Ickenham Village Conservation Area in accordance with Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).	For amendment
Two additional petitions against the proposed development have been received, the first with 28 signatories which states:- “Having seen the officers recommendation for approval of the above planning application we the undersigned wish	For update. The petitioners’ objection has been considered in the officer’s report.

to lodge our opposition to the above scheme. We feel that the proposed building's scale, with its vast footprint, internal volume and overall height is not suitable for this garden grabbing development. Even more so within the Ickenham Village Conservation Area where development should improve and enhance the area."

The second petition has 20 signatories, although no reasons for objecting have been stated.

5 additional responses from individuals have been received, mainly re-iterating objection comments previously made but also raising the following:-

- (i) The amended application does not address any of my concerns that I raised in my previous correspondence for this planning application and I remain strongly against this proposal as it is not in the interest of this area,
- (ii) Parking is at a premium in this area as it is used by local students and increasingly by commuters. Surrounding properties are finding their driveways partially blocked on a regular basis. The proposed plan will also see an introduction of double yellow lines with an increased access area which will reduce parking spaces which will no doubt increase pressure on parking spaces,
- (iii) The houses proposed for demolition are interesting and visually attractive, each with a very individual style. It seems wrong to pull them down in order to create another care home. Such action would begin to tear the heart out of a community, and once allowed would no doubt have a snowball effect as other houses were commandeered for development,
- (iv) There are tree protection orders in place here too which will need addressing,
- (v) No access should be given to the site along the drive serving No. 7A Court Road and fencing should be erected along my boundary before any other works proceed, so no access by vehicle or pedestrians can be permitted during construction work or after completion of the new site.
- (vi) Sound proof fencing should be erected along entire length of No. 7A's boundary to limit the noise from the car parking area which is very near my house and would be in use 24 hours a day and would infringe on my privacy to enjoy my garden. The fencing should be in place for so long as the care home is operational.

Officer comments:-

Point (i) is noted. As regards point (ii), the Highway Engineer is satisfied with the level of off-street parking provision proposed and the yellow lines would only be applied to the new access into the site to ensure its safe operation. The servicing arrangements for the care home will allow service/deliveries to take place within the site, as opposed to the current situation whereby the existing houses typically have narrow and/or gated drives which forces delivery/servicing vehicles to park on the road. As regards point (iii), the houses have been assessed as part of the application and the Council's Urban Design/ Conservation Officer has inspected the houses and advises that their overall quality and/or their subsequent internal alteration has resulted in the properties being of little architectural and/or historical merit that does not justify their retention. Point (iv) is considered in the officer's report. As regards point (v), the proposed plans do not show access being provided from Court Road, with the boundary being blocked with planting. The construction management and logistics plan would control construction traffic which will be expected to use the Long Lane entrance. As regards point (vi), there would be a wide densely planted landscaped area separating the car parking area from the boundary with No. 7A, with the nearest car parking space being some 5.0m away from the boundary. The Council's EPU Officer advises that acoustic fencing would serve little purpose in this

	<p>instance, particularly as the car park would only be used by cars and therefore would not be a significant generator of noise with delivery hours being controlled by condition.</p>
<p>At the end of the GLA comments, add</p> <p>As regards the transport recommendations, the GLA advise that the maximum car parking accumulation for the site would be 32 vehicles (taking into account a 10% variation), therefore some reduction may be made from the currently proposed 40 spaces to avoid over provision. A car parking management plan should be secured by planning condition, TfL welcomes the proposed 18 cycle spaces, of which 14 spaces would be for staff use and this should be secured and covered and shower and changing facilities should also be provided for staff. A delivery and servicing plan (DSP) and a construction management and logistics plan (CLP) should be secured by planning conditions/ obligations. The submission and implementation of the final travel plan should be secured by planning obligation and the Council is encouraged to secure financial contribution towards monitoring if required.</p> <p>Add additional condition:-</p> <p>Prior to the occupation of the development, a car parking management plan shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason To ensure that the car parking will be solely used by residents, staff and visitors, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).</p> <p>In condition 6, at 2.b after “Cycle Storage”, add “including details of secure and covered provision for 18 cycle spaces and staff shower and changing facilities”.</p> <p>In Recommendation 2, at 2. A) (ii), after “Travel Plan”, add “to include a £20,000 bond and a Delivery and Servicing Plan and a Construction Management & Logistics Plan,”.</p>	<p>As regards the car parking provision, 8 of the spaces would be in the form of tandem spaces so that they would be unlikely to be used extensively. A car parking management plan would be secured by the recommended condition. As regards cycle facilities, the agent advises that these would be included as advised in the Transport Statement and condition 6 has been amended to secure implementation. The DSP and CLP and a £20,000 bond have been included as part of the S106 Agreement.</p>
<p>The Ickenham Residents’ Association have submitted a further letter objecting to this proposal dated 3/3/15 which has been copied to Members of the committee and has been attached to this Addendum Sheet.</p>	<p>1) Provision of Social Care</p> <p>This issue has been dealt with in the officer’s report. The Council’s Adult Social Care Officer does advise that there is currently a surplus of bedspaces within the Borough’s care homes, although not all of these would be of a market standard and there is a preference for older</p>

people to be treated in their own homes. However, the population is ageing, particularly in the 85+ age group when more people suffer with dementia. As such, there will be a large increase in the need for care provision for the elderly, particularly amongst dementia sufferers.

The GLA do advise that whilst a market position statement report written by the Council's Adult Social Care team (2014-2016) does dispute local need based on current surpluses in bedspaces, this document is in draft and has not been adopted so that only limited weight can be attached to it. However, even if there is an excess of current supply, the considerable growth in the older population within Hillingdon, which also accords with the expected trend in Greater London needs to be met.

2) Flood Risk Assessment

As regards the need for a Flood Risk Assessment, as measured from the Council's GIS system, the application site measures some 8,600 sqm and therefore is well below the 1 hectare mandatory threshold set by the National Planning Policy Framework that a Flood Risk Assessment is required.

However the Council do agree that a site of this size can contribute to flooding if surface water is not controlled sufficiently and therefore a surface water condition is necessary to ensure a strategy is developed to control surface water on site through sustainable drainage measures.

3) Sustainable Waste and Recycling Facilities

As regards clinical waste, this is controlled by the Environmental Protection Act 1990, which makes it unlawful to deposit, recover or dispose of controlled waste (including clinical waste) without an

appropriate waste management licence. Hazardous healthcare waste is subject to the requirements of the Hazardous Waste Regulations 2005.

4) Conservation Area

As regards the impact on the conservation area, this has largely been dealt with in the officer's report. The proposed building has been carefully designed with well articulated elevations that break up its bulk to avoid a "monolithic" appearance and the second floor has largely been concealed within the building's recessive pitched roof. In terms of the initial comments of the Urban Design/ Conservation Officer, views have been checked on site and following the submission of revised plans, clarification of the views and further inspection of the buildings, advises that there would be only limited views of the building from surrounding roads and the scheme is acceptable in terms of the impacts on the Conservation Area.

5) Traffic Impact

As regards the traffic impact concerns raised, the Highway Officer has been extensively involved in this scheme and confirms that the scheme, as revised can be supported on highway grounds.

6) General

As regards the 14 day further consultation period, this does close the day before committee and the revisions made are not considered to be extensive, mainly involving that more of the roof would have a 52 degree roof pitch to strengthen the "Arts and Crafts" design of the building. On one part of the building, this has involved providing an enlarged first floor beneath the revised roof form, but this is within the northern courtyard area, away from residential properties. The

	<p>other change involves revised road layout markings which was requested by the Highway Engineer. As such, it is considered that adequate time has been given to allow further consultation on the amendments to the scheme and this period has now expired and the additional comments are included in this Addendum Sheet allowing the application to be considered.</p> <p>As regards a precedent, there is a statutory requirement to consider all applications on their individual merits.</p>
--	--

Item: 7 Page: 71	Location: Hayes and Harlington Station, Station Road, Hayes.
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
<p>At the end of the Access Officers comments on page 78, add the following comment:</p> <p>Response from the agent: The artist's impression does not necessarily show all the features that will be included, as by its nature it is meant to be illustrative. However the station will comply with DfT Code of Practice BS8300 which provides standards in design for disabled people at train stations and details of this will be designed in the final design stages.</p>	<p>To provide clarity.</p>
<p>Add the following to Paragraph 7.19 'Comments on Public Consultation':</p> <p>In response to the objection comments 1 and 2 relating to vehicular access, the agent has commented that Crossrail and its contractors will use best practicable means to maintain vehicular and pedestrian access to the station during the works, and arrangements for vehicular and pedestrian access to the Station is being developed as part of the wider construction methodology and logistics to carry out the works at the station. Currently access into Station approach will not be impacted, nor will access into the High Point Village Car Park. Specific Traffic Management Plans (TMPs) are being finalised.</p> <p>These plans will also be presented to the Traffic Liaison Group (TLG), a meeting group set up initially between Crossrail / Network Rail and LB Hillingdon, to act as a focus for Crossrail consultation with highways authorities and other stakeholders such as emergency services on highways and traffic matters related to the construction of Crossrail. The plans will set out how traffic and highway issues relating to the works will be managed. All necessary consents and licenses will be obtained from the</p>	<p>For clarity</p>

relevant authority.

In response to objection comment 3 relating to the drop off parking area: Arrangements for parking and traffic management in this area will be confirmed through the development of the wider urban realm proposals which are separate issues and not part the Schedule 7 Plans & Specifications submission currently being considered.

In response to objection comment 5, relating to the use of the site by the taxi firms: The mini cab firms based in the units north of the subway will only be impacted by the presence of the Construction Phase station facility on the paved area in front of their units. The intention is to maintain a 3 metre wide path way between these units and the facility.

Options for the parking arrangements for taxis during the works will form part of the Traffic Management Plans described above and the taxi firms will be kept informed as part of any proposals.

In response to objection comment 7 relating to noise from the platform announcements: The proposed Crossrail PA system at Hayes and Harlington will be assessed in accordance to the Crossrail information D25- noise from fixed installations, to ensure that any required noise mitigation will be included into the design of the station. Information paper D25 explains the measures that will be put in place to control the effects of noise and vibration from the operation of fixed installations designed and installed as part of Crossrail. In regards to PA systems Network Rail, on behalf of the nominated undertaker, will be required to agree appropriate criteria for assessing noise arising from any new or materially altered public address system and audible warning systems with the relevant local authority, prior to the specification and detailed design of such systems. Such systems shall be designed to meet the agreed noise criteria. The agreements for the criteria are planned to be sought within the next 2-3 months.

For further details relating to Information Paper D25 Noise from Fixed Installations please go the Crossrail website at the following address:

[http://www.crossrail.co.uk/about-us/crossrail-bill-supporting-documents/information-papers.](http://www.crossrail.co.uk/about-us/crossrail-bill-supporting-documents/information-papers)

In response to support comment 2, relating to noise from the construction: Noise and vibration is dealt with separately from Schedule 7 planning submissions through alternative Crossrail procedures and consents under other legislation. It is a requirement of the Crossrail Environmental Minimum Requirements (EMR) that contractors undertaking Crossrail works will apply Best

Practicable Means (BPM), as defined under Section 72 of the Control of Pollution Act 1974, and obtain consent from the Local Authority's Environmental Health Officer (EHO) under Section 61 of the Control of Pollution Act 1974 (CoPA).

Best practicable means may include but are not limited to:

- Whenever possible, noisy plant will be situated away from sensitive receptors;
- Where reasonably practicable, fixed items of construction plant will be electrically powered in preference to diesel or petrol driven;
- As far as reasonably practicable, the noise from reversing alarms will be controlled or limited; and
- The movement of delivery materials outside of normal working hours shall be kept to a minimum and handled in a manner that minimises noise.

Site- specific management and mitigation requirements for noise and vibration and hours of working will be defined in the Section 61 consents. As such, the Council will control matters for consideration and approval under this piece of legislation. Future meetings will be held with the Council's Environmental Health Officer to further discuss the control of noise and vibration and consents.

Hayes Town Partnership have provided the following comments on the submission:

1. Proposals for a new station are welcomed, particularly the long overdue provisions of access for people with disabilities;
2. Existing station is one of the few old buildings within Hayes Town and would like to see further details of how this will fit in with the overall design;
3. Would like to know what plans there are for increasing capacity in the car park to cope with the expected increase to passengers to the station. Concern that there will be an increase in commuter parking on nearby streets. What arrangements will also be made during construction;
4. Would like to see further details of the improvements proposed for the areas around the station;
5. The subway under Station Road attracts anti social behaviour, which deters people from using it. This will become more significant with the Old Vinyl Factory Development, so pleased to be working with the Council to improve this;
6. New shops are proposed in the station and question whether this will enable the re-provision of a newsagent and sweet shop that will be lost in the works;

2.The façade of the existing station building will be retained as part of the proposals, and details of this can be seen in the following drawings and images submitted with the Schedule 7 application for approval and for information:

- Proposed Building Elevation North (For Approval) - Drawing No. WSN1C-EAR-DRG-BEN-000255
- Visual from Station Approach (For Information) – WSN1C-EAR-SKT-BEN-000006
- Twilight Image (For Information) – WSN1C-EAR-SKT-BEN-000007

Commentary on the design rationale of the overall station proposals can also be viewed within the Design and Access Statement submitted for information.

3. Crossrail have responded to say that they seek to avoid reducing the amount of car parking where possible, there is no immediate alternative parking available and

<p>7. The railings by the station are in a poor state and a means should be found to refurbish these.</p>	<p>therefore the current proposed works at Hayes & Harlington Station do not include any proposals to increase the capacity of car parking in the area, either permanently or during the works. However this could be discussed and explored further with the highway authority at future Traffic Liaison Group meetings.</p> <p>4. The public areas around the existing station are part of an emerging wider urban realm plan being developed jointly by stakeholders from LB Hillingdon, Crossrail and TfL. The plans are in development and are aimed at improving and integrating the public realm with the new station. The emerging urban realm proposals do not form part of the works submitted for approval in the Schedule 7 application, however an indicative urban realm plan is provided within the Design and Access Statement (page 30) submitted with the Schedule 7 application for information.</p> <p>7. The painting of the railings is not part of the Schedule 7 submission, but the comment is noted and will be passed to the team considering the wider urban realm works.</p>
---	---

<p>Item: 9 Page: 141</p>	<p>Location: 1 Nobel Drive, Harlington.</p>
<p>To delete paragraph stating “Notwithstanding this, the records of the Parking Services operating the Pay and Display Machines in Nobel Drive show that there is not much demand for these parking spaces and, in this instance, the applicant is satisfied to either; a) secure the works and costs associated with the relocation of the on-street parking bays; or, b) the works and costs of their removal, through an appropriate s106 agreement”;</p> <p>and, all references in the report to the loss of on-street parking bays to refer to “relocation of on-street parking bays” only.</p>	<p>To provide clarity and certainty.</p>
<p>In Condition 10 (Traffic Arrangements) augment requirements to also include the provision of all traffic</p>	<p>For accuracy.</p>

signage details.	
<p>To add to the Recommendation “That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, that delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and also those requested by the Greater London Authority and the following:”</p>	To provide certainty.