



# HILLINGDON

LONDON

<b>Meeting:</b>	<b>Major Applications Planning Committee</b>	
<b>Date:</b>	<b>24 March 2015</b>	<b>Time: 6:00pm</b>
<b>Place:</b>	<b>Committee Room 5, Civic Centre, Uxbridge</b>	

## ADDENDUM SHEET

<b>Item: All Items</b>	
The Further Alterations to the London Plan March 2015 were adopted on the 10th March 2015 and replaces the former London Plan. All references in the reports or conditions to the London Plan (June 2011) should be amended to the London Plan (March 2015).	Officers have reviewed the adopted alterations to the London Plan and are of the view that all applications remain consistent with the development plan.

<b>Item: 5 Page: 1</b>	<b>Location: Sites 1 and 2, Brunel University, Uxbridge Campus, Kingston Lane, Hillingdon.</b>
A petition in support of the development, bearing 23 signatures has been received. The petition has been submitted in order to enable the applicant/agent to speak in support of the application.	The petition is noted.

<b>Item: 6 Page:53</b>	<b>Location: Harefield Grove, Rickmansworth Road, Harefield</b>
Add the following policies to Section 4 (page 72) and Informative No. 4 (page 65)  Local Plan: Part 1 - Strategic Policies: PT1.BE1, PT1.C11, PT1.EM1, PT1.EM6, PT1.EM7, PT1.H1, PT1.H2, PT1.HE1; Local Plan: Part Two Saved UDP Policies (November 2012): AM14, AM15, AM2, AM7, AM9, BE10, BE11, BE13, BE19, BE20, BE21, BE23, BE24, BE8, EC2, EC5, H4, H5, H8, OE1, OE5, OE7, OE8, R11, HDAS-Residential Layouts, LDF- Accessible Hillingdon,	To update the report and comply with relevant legislation.

<p>London Plan (2015) Policies: LPP 5.1, LPP 5.12, LPP 5.13, LPP 6.13, LPP 7.14, LPP 7.8, LPP 8.2, LPP 8.3.</p>	
<p>Amend condition 13 as follows:</p> <p>Amend point 2.d Car Parking Layouts for 44 spaces (including demonstration that 18 spaces (9 active and 9 passive) are served by electrical charging points, 2 motorcycle spaces and 4 disabled parking spaces).</p> <p>Delete Part 3 Living Walls and roofs</p>	<p>The original condition proposed to secure reduced car parking in line with maximum standards to address the request from TfL.</p> <p>However, the main house is substantial having 8 rooms and is double the size of many dwellings justifying an increased level of parking. The proposal also needs to be considered in the context of the previous application and appeal decision, both of which raised no objection to provision of 45 spaces for the same number of units.</p> <p>Given, this very relevant planning history it is not considered that a reduction in parking spaces is necessary in this case.</p> <p>Part 3 of the condition is not considered necessary given the heritage context of the site.</p>
<p>Condition 15 - Amend reason to say: REASON To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).</p>	<p>To ensure the reason properly provides the necessary policy context.</p>
<p>Replace condition 16 with:</p> <p>Prior to the commencement of development full details (including specifications) of the low and zero carbon technology required to meet the CO2</p>	<p>Given the nature of the heritage asset it is not consider the Code of Sustainable Homes could be achieved on all buildings and a more bespoke approach is</p>

<p>reductions set out in the Energy and Sustainability Statement (MES, 2 December 2014) shall be submitted to and approved in writing by the local planning authority. The details shall include roof plans and elevations for the proposed Photovoltaics. In addition, full details in relation to the size, maintenance and operation of the biomass plant shall be submitted. This information shall also include delivery, storage and management of biomass facility as well as the technical specifications as to how the development will connect to it. Full details of any other technologies shall also be submitted. The development must proceed in accordance with the approved details and a monitoring report submitted to the Local Planning Authority quarterly for the first 5 years on completion of the development.</p> <p>Reason To ensure the reduction of CO2 in accordance with Policy 5.2 of the London Plan.</p>	<p>required to energy reductions.</p>
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<b>Item: 8 Page: 113</b>	<b>Location: Northwood School, Potter Street, Northwood</b>
<b><i>Amendments/Additional Information:</i></b>	<b><i>Officer Comments:</i></b>
<p>Amend condition 7 as follows:</p> <p>Amend 2.d to include Car Parking Layouts for 108 car parking spaces, including 5 disabled standard spaces, a pupil drop-off/pick up area with 18 spaces, 22 spaces served by electric charging points and 5 motorcycle spaces.</p> <p>Delete 2.g.</p> <p>Add policy 5.3 of the London Plan to the reason.</p>	<p>To ensure the condition is clear and remove unnecessary requirements.</p>
<p>Delete condition 16.</p>	<p>This is now addressed within the amended condition 7.</p>
<p>Amend the hours referred to in condition 17 (Construction Management Plan) to disallow construction traffic movements between 07:30 and 09:00 and between 14:30 and 15:30.</p>	<p>The condition wording reflects that used at another school site. The hours are amended to better reflect Northwood School's start and finish times.</p>
<p>At the request of TfL and the Council's highway officers a Stage 1 Road Safety Audit has been carried out and a designer's response provided by the applicant's Transport Consultants. The audit confirms that further refinement of the new access and associated highway works is required. The</p>	<p>Whilst further detailed design is required officers are satisfied that sufficient information has been provided at this stage to demonstrate that an acceptable solution to the issues raised in</p>

<p>Council's Highway Engineer has commented as follows:</p> <p>a. Further work to refine the design of the access will be required to address the pending issues identified by the safety audit and as acknowledged by the designer' response.</p> <p>b. As part of this refinement work, the needs of cyclists and road widening will need further consideration.</p> <p>c. The interaction between vehicles accessing via crossovers to private properties, pedestrians using the puffin crossing / traffic overtaking on ghost islands and waiting buses will need further consideration.</p> <p>d. Off site highway works will require a s106 / s278 agreement.</p>	<p>the safety audit can be achieved. The proposed Heads of Terms within the S106 agreement will ensure all the issues raised are fully addressed.</p>
<p>Delete the second paragraph from part 7.12 of the report (page 159).</p>	<p>This paragraph has been included in error. The Council's Access officer has confirmed that the proposal meets relevant accessibility criteria.</p>
<p>Amend 'Project Management &amp; Monitoring Sum' to require a financial contribution of £1000.</p>	<p>To ensure accuracy.</p>

<p><b>Item: 10 Page: 189</b></p>	<p><b>Location: Former West Drayton Police Station, Station Road West Drayton</b></p>
<p>Amend RECOMMENDATION A (i) Page 191</p> <p>Delete: 'Yellow Box road markings adjacent to the site access'</p> <p>Add: 'Keep Clear road markings and other associated works on Station Road'.</p>	<p><b>Officer Comments:</b></p> <p>For clarity, precision and consistency.</p>
<p>Amend condition 8 as follows:</p> <p>delete 2.a</p> <p>delete 3.</p>	<p>There points are not necessary.</p>
<p>Amend condition 17 page 197</p>	<p>The submitted details for the</p>

<p>The approved development shall not be occupied until the traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose for the lifetime of the development. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.</p>	<p>on site traffic arrangements are considered acceptable, but will need to be implemented prior to occupation and retained for as long as the development remains in existence.</p>
<p>Amend Highway Engineer's comments (line 3 , 2nd paragraph) page 218</p> <p>Delete: 'adjacent to the site access'</p> <p>Replace with: 'and associated works on Station Road'</p>	<p>For clarity, precision and consistency.</p>
<p>Additional condition: Prior to the commencement of the development, details of the operation of any access gate to the car park by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.</p> <p>REASON In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015).</p>	<p>See reason.</p>
<p>S106 heads of Terms:</p> <p>Amended 'Construction Training' Head of Term to read '£2500 per £1m build cost plus £9600 coordinator cost'</p> <p>Delete 'Affordable housing Review Mechanism' Head of Term</p>	<p>For clarity</p> <p>The scheme provides 35% affordable housing so a review mechanism cannot be sought.</p>

