



# HILLINGDON

LONDON

<b>Meeting:</b>	<b>Major Applications Planning Committee</b>		
<b>Date:</b>	<b>15 April 2014</b>	<b>Time:</b>	<b>6.00pm</b>
<b>Place:</b>	<b>Committee Room 5, Civic Centre, Uxbridge</b>		

## ADDENDUM SHEET

<b>Item: 6</b>	<b>Page: 27</b>	<b>Garage Block Site, Culvert Lane</b>	
<b>Amendments/Additional Information:</b>			<b>Officer Comments</b>
The application has been withdrawn from the agenda by the Head of Planning, Sport and Culture.			To be noted.

<b>Item: 7</b>	<b>Page: 43</b>		
<b>Amendments/Additional Information:</b>			<b>Officer Comments</b>
<p>Additional Comment:</p> <p>It is noted that TfL's comments reported on page.64 of the Committee Report requested a review of the walking route between the site and Terminal 4 (where there is an underground station).</p> <p>Officers have assessed the quality of this route. The area along the Great South Western Road provides an appropriate quality of pedestrian environment, whereas the areas between the Great South Western Road and the terminal are acknowledged not to provide the highest quality of pedestrian environment (albeit a recently approved application adjacent to Terminal 4 will already serve to improve a large portion of this route of this route).</p> <p>Notwithstanding this, the land in question is in the ownership and control of Heathrow Airports Ltd. Neither the applicant or the Local Planning Authority have any ability to provide improvements to this part of the road network and accordingly such improvements cannot reasonably be sought as part of this application.</p>			To provide additional clarification.
<p>Amend condition 7 as follows:</p> <p>Point (i) replace '20% have passive' with '10% have passive'  Point (i) replace 'car parking' with 'car parking (including 10% of spaces to disabled standards)'</p>			
<p>Amend Condition 12 to state:</p> <p>Unless otherwise agreed in writing by the Local Planning Authority, no piling or any other foundation designs using penetrative methods shall be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried</p>			To remove unrequired double negative.

<p>out in accordance with the approved details.</p> <p><b>REASON</b> To prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	
<p>Amend condition 13 to state:</p> <p>(A) The development hereby approved shall be commenced in accordance with approved document 'Geo-Environmental Investigation and Assessment - Project Altitude, Great South West Road, Feltham (Revision A), by Capita for Unitair General Partner Limited dated 24 January 2014'.</p> <p>(B) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and</p> <p>(C) No occupation of any phase or part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p><b>REASON</b> To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>Amended to remove duplication of conditions.</p>
<p>Remove Condition 14</p>	<p>Amended to remove duplication of conditions.</p>
<p>Remove Condition 15</p>	<p>Amended to remove duplication of conditions.</p>
<p>Amend condition 17 to state:</p> <p>No occupation of any phase or part of the permitted development shall take place until details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted in writing for each unit to the Local Planning Authority for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.</p> <p><b>REASON:</b> To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>Altered from a pre-commencement to a pre-occupation condition.</p>
<p>Amend Condition 21 to state:</p>	<p>To provide greater</p>

<p>Notwithstanding the details shown on the submitted Parameters Plan, a 5 metre wide buffer/no building zone (with the exception of cycle shelters and hardstanding such as roads, footpaths and parking) will be retained along the southern boundary of the site.</p> <p><b>REASON</b> To ensure a sufficient gap is maintained between buildings within the application site and the adjoining site to the south in order to ensure an appropriate bulk, scale and massing is achieved in accordance with Policies BE13 and BE25 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>clarity regarding acceptable development in the buffer strip.</p>
<p>Amend Condition 22 to state:</p> <p>Notwithstanding the details shown on the submitted Parameters Plan, any Car Showroom (Sui Generis) shall only be provided if it is accompanied by a General Car Workshop.</p> <p><b>REASON</b> To ensure that the development site fulfils its employment potential in accordance with Policy E2 of the Hillingdon Local Plan: Part 1 Strategic Policies and Policy LE2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>To allow 1,700sq</p>
<p>In the Principle of Development section of the report amend paragraph seven to state:</p> <p>This use is considered to be appropriate, particularly as the car showroom would be associated with a car workshop (B2) and would be an employment generating use. As an allocated LSIS/IBA, planning policy allows some flexibility beyond B-class uses where jobs are created as part of new development on such sites. It is recommended that a condition be attached to any consent limiting the floorspace of the Sui Generis use to be utilised for sales purposes to be a maximum of 1,700 sq m. to ensure that the development site fulfils its employment potential in accordance with Policy E2 of the Hillingdon Local Plan: Part 1 Strategic Policies and Policy LE2 of the Hillingdon Local Plan (November 2012).</p>	

<b>Item: 8</b>	<b>Page: 83</b>	<b>Former the Bridge &amp; Ealry Years Centres</b>	
<b>Amendments/Additional Information:</b>			<b>Officer Comments</b>
<p>Page. 95 amend Second Sentence of Second Paragraph:</p> <p>'The western part of the building would be 2 storeys in height with a shallow pitched roof, this would step up to a taller lift/stair overrun and 3 storey element with a pitched roof along Station Approach and step back down to a two storey pitched roofed structure approximately 19m from the eastern edge of the building along Station Approach.'</p> <p>Page. 95 amend Third Paragraph</p> <p>'It is noted that the western portion of the building when viewed from Station Road will appear very similar to the building previously granted consent. The eastern portion would differ by way of the building stepping down from 3 storeys to two storey approximately 19m from the side wall of Bourne Court and having a dual pitch sloping to the north west and south east, whereas the previously consented scheme maintained dropped to two storey 14m</p>			<p>To ensure that the proposed and extant scheme are clearly and accurately described.</p>

from the side wall of Bourne Court to a roof form with 3 pitches.'	
p.102 amend third paragraph bullet (ii) to say:  '(ii) The fact that the building steps down from 3 storeys to two storey approximately 19m from the side wall of Bourne Court and having a dual pitch sloping to the north west and south east, whereas the previously consented scheme maintained dropped to two storey 14m from the side wall of Bourne Court to a roof form with 3 pitches.'	To ensure that the proposed and extant scheme are clearly and accurately described.
Amend body of condition 13 to say:  'A single parking space shall be allocated for the sole use of the occupiers and/or visitors of the 14 social housing units hereby approved, the remaining 3 spaces shall be allocated for the sole use of the occupier, staff and/or visitors of the supported housing units. Thereafter the parking shall remain allocated for the use of the specified units/uses for the life of the development.'	To avoid unnecessary pre-commencement conditions.
Additional informative:  'You are advised that the Local Planning Authority will expect balcony details submitted in compliance with condition 6 to provide an appropriate solution with regard to the appearance of the building overall, both with respect to screening items which might be on the balcony and the overall appearance of the building. Consideration should be given to these matters prior to submitting any details in respect of this condition.	For the applicants information.

Item: 9	Page: 111	Building 63 Phase 500 Riverside Way, Uxbridge
<b>Amendments/Additional Information:</b>		<b>Officer Comments</b>
<b>Letters of Support</b>  Three additional letters of support from local businesses have been received since the publication of the committee report.  All comments received reflect the comments presented in the original committee report section 6.		Comments Noted
<b>Recommendation:</b>  Replace 1. with '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, delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to:'		For accuracy.
<b>Heads of Terms/Planning Obligations</b>  Amend Recommendation Notes for accuracy to include a Travel Plan Bond secured for this development.		Travel Plan Bond has also been secured and therefore needs to be reflected in the Heads of Terms.

<p><b>Highways/Transport Information</b></p> <p>Following concerns raised by Transport for London, the applicants have provided a supplementary note to justify the quantity of car parking proposed at this site. The note highlights the above average occupancy of most London based Premier Inn hotels and also the relationship of the car parking demand based on a similar site.</p> <p>The additional information has been added to the list of Approved documents; condition 3- see below.</p>	<p>The survey findings are considered to support the need to provide the proposed 96 car parking spaces associated with the hotel, restaurant and meeting room facilities.</p>
<p><b>Condition 2; Approved Drawings</b></p> <p>Amend condition to include revised drawings received:</p> <p><u>30357/PL/02B</u>  <u>30357/PL/09B</u>  <u>30357/PL/10B</u></p>	<p>Revised drawings received showing reduced car parking; plans list updated to reflect additional information received.</p>
<p><b>Condition 3; Approved Documents</b></p> <p>Amend condition to include additional documents received:</p> <p><u>Note from WSP dated 09042014</u>  <u>Parking Justification Technical Note prepared by PBA dated 10.04.2012</u></p>	<p>Revised drawings received showing reduced car parking; plans list updated to reflect additional information received.</p>
<p><b>Condition 5 -Landscaping</b></p> <p>Delete 2. a and 2.d.</p>	<p>To remove unnecessary requirements.</p>
<p><b>Condition 8 - Hotel Accessibility Management Plan</b></p> <p>Amend Condition 8 to read as follows:</p> <p>"Prior to the <u>first occupation of the hotel/restaurant/meeting room building</u> hereby approved a comprehensive accessibility Management Plan ....."</p>	<p>To clarify condition 8.</p>
<p><b>Condition 9 - Car parking</b></p> <p>"The car parking facilities provided <u>at the hotel/restaurant</u> shall be used by hotel/restaurant staff and guests only....."</p>	<p>To clarify condition 9.</p>
<p><b>Condition 10: Air Extraction and Plant</b></p> <p>Amend to add the words ', including flues, between 'air extraction system' and 'or plant'.</p>	<p>To provide clarity.</p>
<p><b>Condition 13– Hours of use (restaurant)</b></p> <p>Amend condition to read as follows:</p>	<p>The hours of operation have been extended to close at midnight to facilitate the hotel use.</p>

<p>"The restaurant facilities shall not be open for customers outside the following hours: - <u>0600 to midnight</u>, Mondays - Sundays, Public and Bank Holidays."</p>	<p>The extended hours are not considered to impact upon local residential amenity. Other public houses on Rockingham Road currently close at 1am at the weekends, therefore a midnight closing time is not likely to raise any noise concerns in the local area.</p>
<p><b>Condition 14 - Secured by Design</b></p> <p>Amend Condition 14 to read as follows:</p> <p><u>"The development hereby approved shall incorporate measures to minimise risk of crime and to meet the specific needs of the application site and the development. Details of security measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development. Any security measures approved shall be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured By Design' accreditation awarded by the Crime Prevention Design Advisor for the LB Hillingdon."</u></p>	<p>To clarify the details required to discharge the Secure By Design condition.</p>
<p><b>Condition 17- Implementation of car/cycle parking</b></p> <p>Amend condition wording to reflect correct drawing number, condition to read as follows:</p> <p>"Prior to the occupation of any part of the development, the following shall be implemented in full in accordance with the details shown on, drawing no 30357/<u>PL/02B</u>, hereby approved:....."</p>	<p>To ensure the correct drawing number is referenced in the final decision notice.</p>
<p><b>Condition 20 and 29; Land contamination</b></p> <p>Following the submission of Ground Gas Monitoring Information which has been reviewed and found to be acceptable by the Councils EPU team, it is proposed to amend and amalgamate the above conditions to avoid repetition, amended condition to read as follows:</p> <p><u>"(A)The development hereby approved shall be commenced in accordance with the following approved documents 'Letter from WSP dated 10.01.14; Groundwater sampling', 'Quantitative Risk assessment ref v1', 'Note from WSP dated 09042014', 'Letter from WSP re Generic Quan Risk assessment dated 21.02.014' and 'WSP note dated Feb 2014'.</u></p> <p><u>B)A site investigation scheme, based on (A) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. Details shall be submitted to and approved by</u></p>	<p>Amended to remove duplication of conditions and clarify the documents which have been reviewed and approved.</p>

the Local Planning Authority.

(C) The results of the site investigation scheme and detailed risk assessment based on (B), shall be used to inform an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. Details shall be submitted to and approved by the Local Planning Authority.

C) A verification plan shall be submitted and approved in writing by the Local Planning Authority, providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (C) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

(D) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)."

**Condition 24; Environment Agency condition Foul and Surface Water**

Amend condition to read as follows:

"The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. No infiltration of surface water drainage into the ground is permitted unless where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. All surface water drainage from parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor or other approved methods of pollution control designed compatible with the site being drained."

Text amended to allow implementation of alternative methods of pollution control.

<p><b>Condition 25 and 26; Environment Agency condition for Landscape Management Plan of the buffer zone.</b></p> <p>Amalgamate condition 25 and 26 and define the 'buffer zone', to read as follows:</p> <p>"Prior to the commencement of development a scheme for the provision and management of the buffer zone alongside the River Colne, <u>including long- term design objectives, management responsibilities and maintenance schedules</u> shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The scheme shall include:</p> <ul style="list-style-type: none"> <li>· plans showing the extent and layout of the buffer zone;</li> <li>· details of any lighting scheme;</li> <li>· <u>detail extent and type of new planting (NB planting within the buffer zone to be of native species);</u></li> <li>· <u>details of maintenance regimes;</u></li> <li>· <u>details of any new habitat created on site;</u></li> <li>· <u>details of treatment of site boundaries and buffer zones to the River Colne.</u></li> <li>· <u>details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term.</u></li> </ul> <p>This buffer zone <u>refers to all land surrounding the development site (buildings and car parks) and within the ownership of the applicant</u> and shall be free of structures, hard standing and fences. All buildings including balconies and cantilevered structures, must be set back at least 8 metres from the bank top of the watercourse. Formal landscaping should not be incorporated into the buffer zone.</p> <p><b>REASON</b> To maintain the character of the River Colne and provide undisturbed refuges for wildlife using the river corridors and in order to avoid problems such as fragmentation of the buffer by fencing; the placing of rubbish near the bank; the introduction of non-native species into the buffer; and pressure for inappropriate bank retention works <u>and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.</u>"</p>	<p>Amended to remove duplication of conditions and clarify the extent of the buffer zone required to be maintained.</p>
<p>Amend condition 30 and add new informative to clarify the restrictive use of the meeting rooms, wording to read as follows:</p> <p><b>Condition 30 - Meeting rooms</b></p> <p><u>" The ancillary meeting room facilities within the Hotel/restaurant building shall be used only for the purpose of meeting/conferencing facilities exclusively between 0600-1800 hours (Monday-Friday). The meeting room facilities shall be retained as approved for the lifetime of the development.</u></p> <p><b>REASON</b> To secure the provision of meeting room facilities and ancillary employment uses within the IBA in accordance with Policy E2 of the Local Plan Part 1 (2012)."</p> <p><b>NEW INFORMATIVE:</b></p>	<p>To clarify condition 30 and ensure enforceability of the condition.</p>



"Informative: The meeting/conferencing facilities permitted between 0600-1800 hours, referred to in Condition 30, relate to ancillary business uses and preclude the use of the facility as a Place of Worship at any time, which would fall within the D1 use class."