



HILLINGDON

LONDON

Meeting:	Major Applications Planning Committee	
Date:	Tuesday 6 October 2015	Time: 6:00pm
Place:	Committee Room 5, Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: 7 Page: 19	Location: Site of Building 717, Sheffield Way,
Amendments/Additional Information:	Officer Comments:
Amend drawing nos (page 19) and condition 1 'Accordance with Approved Plans' (page 20) by removing drawings 'Vehicle tracking 1' and Vehicle tracking 2 and replacing these with drawing 058-PL-220 Rev A	To ensure that the vehicle tracking documents and landscaping plan correspond.

Item:8 Page: 31	Location: Temporary Car Park Site, Sealand Road, Heathrow Airport.
Amendments/Additional Information:	Officer Comments:
Amend condition 9 (page 35)	To ensure that the condition is sufficiently robust and prevent airline passengers directly accessing the car park.
<p>The parking spaces, disability standard spaces, and electric charging bays shown on the approved plans shall be marked out prior to the commencement of use of the car park. No more than 2,077 in total shall be provided, of which a maximum of 1,862 car parking spaces shall be used for airline passenger parking only, on a meet and greet basis, such parking to be pre-booked and not available on a turn up and park basis. The remainder of 215 car parking spaces shall only be used by employees at Gate Gourmet.</p> <p>For the purposes of this condition, 'meet and greet' means that the vehicle shall be collected from an off site location by a member of staff and brought back to the facility for parking. The vehicle shall be taken to an off site location by a member of staff for collection.</p>	
Amend condition 7 to states:	The development falls within the airport boundary and under the T5 cap which does establish a lawful baseline in respect of parking spaces.
<p>Air Quality and Parking Strategy</p> <p>None of the development hereby permitted shall be commenced until a scheme for an air quality and parking</p>	

strategy has been submitted to and approved in writing by the Local Planning Authority.

The approved strategy shall then be strictly implemented as soon as the facility hereby permitted is brought into use and the strategy shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

As a minimum the strategy shall include:

- a) a low emission plan for vehicles using the car park;
- b) the provision of nitrogen dioxide air quality monitoring at worst case receptor sites as detailed in the Air Quality Assessment submitted with the planning application;
- c) an annual monitoring report to be submitted to the Local Planning Authority for the first three years of occupation.

In the event that the monitoring report results identify an upward trend (pollutants going up), the approved strategy shall be reviewed and amendments made to reflect any alterations required to improve air quality in the locality of the development and to extend the monitoring to ensure the effectiveness of the amendments.

REASON

In order to reduce carbon emissions and improve air quality across the airport in compliance with policy 5.2 of the London Plan (2015).

However, the applicant has also submitted an Air Quality Assessment which indicates a potential small increase in air quality. Based on predictions the air quality would remain below EU limits, but a worst case scenario indicates a potential for a slight exceedance.

Officers are of the view that a suitably worded condition to ensure an appropriate parking strategy (aimed at minimising emissions arising from vehicles using the site) and air quality monitoring would be adequate to ensure the development complied with adopted policy in respect of air quality and did not exceed the EU limit.

The following queries have been raised by a Councillor

Concern that providing more staff parking will encourage greater car use.

What is happening to the existing Gate Gourmet parking?

Need to comment on the provision of 215 spaces for Gate Gourmet in context of Council's Car parking Policies.

The Gate Gourmet facility was originally approved under the permitted development procedure in 1990, when the site fell under the jurisdiction of Spelthorne Council. Officers understand that Gate Gourmet uses 280 parking spaces in the adjoining P5 car park (approximately half the car park) and has done so since the Gate Gourmet facility was first built. This was intended to be a "temporary" solution, as Gate Gourmet were unable to construct their own car park due to Heathrow Express construction work, which was then occupying the application site. However, HAL subsequently used the site for further compound type uses and the Gate Gourmet car park was never built.

The P5 car park is part of the Heathrow Airport Car Park Cap (subject to the 17,500 space limit for

	<p>employee car parking within the overall 42,000 cap). Any spaces provided for Gate Gourmet in the new multi-deck car park (215) will free up equivalent spaces from the P5 car park. It will be for HAL to determine what happens to these unused spaces. Assuming they are used for alternative airport development, they will no longer be included in the car park cap calculation. If they are retained they will continue to be counted within the cap. It is therefore not considered necessary to impose a condition to surrender existing Gate Gourmet parking or at least 215 spaces to ensure no growth in staff car parking.</p>
<p>No provision has been made made for disabled drop off other than on the Gate Gourmet level.</p>	<p>The other eight levels above the Gate Gourmet level would be used by airport staff operating a 'meet and greet' service. The car park would not be used by members of the public, with a car park concierge collecting a car to be parked from the terminal and driving it back to the terminal upon the customer's return. Disabled parking bays are therefore not considered necessary for the upper level airline passenger parking</p>
<p>Page 57, 4th. paragraph - Amend last line</p> <p>Delete: 'be over 3,000 spaces short of the 42,000 cap figure'</p> <p>Add: 'be 1,475 spaces short of the 42,000 cap figure'</p>	<p>For clarity and precision.</p> <p>To reconcile figures with the latest 2014 A85 Terminal 5 car park count submission.</p>
<p>Page 61</p> <p>Delete paragraph 6, after 'Heathrow Airport Ltd (HAL)'</p>	<p>This paragraph attempted to summarise some aspects of the comments raised by HAL, but may be misconstrued. The key issues are covered in the following paragraphs.</p>

Item: 10 Page: 67	Location: 5 Station Road, West Drayton
Amendments/Additional Information:	Officer Comments:
<p>Replace Drw. No. 1720-106 F with 1720-106 E received on 1/10/15</p>	<p>The 'revised' drawing reverts back to the approved elevations for Block B, thereby omitting tall balcony screens that would have restricted</p>

	<p>the outlook from habitable rooms of the units fronting Tachbrook Road. The revision back to the approved Tachbrook Road elevation and submission of the plan was anticipated in the officer's report.</p>
<p>The following queries have been raised by a Councillor:-</p> <p>(i) Overlooking/ privacy issues between kitchen/ dining room windows of units 12 and 22 on the first and second floors (and therefore also units 4 and 27 on the ground and third floors respectively) in Block B and the side bedroom windows in the projecting bay features of units 5 and 10 on the first and second floors on Block A. Do we need an obscure glazing condition?</p> <p>(ii) No comment on retail unit use class.</p> <p>The application states that this is for a Class A1 retail unit.</p> <p>In description of development, after 38 flats, add '(Use Class C3)' and after retail floorspace, add '(Use Class A1)'.</p> <p>(iii) No comment on retail parking or provision on plans.</p> <p>(iv) Privacy of flats 1 and 2 from the play area. Although planting is shown.</p> <p>Amend condition 5, after 1. Details of Soft Landscaping' by adding 'to include provision for a minimum 2m deep landscaped area/ defensible space between the ground floor play/ amenity area and the adjoining flats.'</p>	<p>(i) Although the windows are only separated by a distance of some 10m, the angle is not a direct one and only a small part of the kitchen area in the case of units 4, 12, 22 and 27 would potentially be overlooked and a small area of the bedrooms in units 5 and 10 in Block A. As such, it is not considered that the issue is substantive enough to warrant an obscure glazing condition.</p> <p>(ii) For clarity.</p> <p>(iii) As on the previously approved scheme, no retail parking is proposed on the site. This is a town centre location very close to the station and bus routes on the High Street which is also served by on-street parking bays available for public use. The S106/278 Agreement covers highway works to provide a loading bay.</p> <p>(iv) It will be important to ensure that good quality landscaping/ defensible space is provided between the play/ amenity area and the adjoining ground floor flats. The alteration to the landscaping condition will provide clarity that a 2m deep landscaped/defensible space will be required to provide an adequate amount of separation.</p>