



HILLINGDON

LONDON

Meeting:	Major Applications Planning Committee	
Date:	26th August 2015	Time: 6:00pm
Place:	Committee Room 5, Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: 6 Page: 13	Location: SITE OF FORMER UNITAIR CENTRE & WAYFARER HOUSE
Amendments/Additional Information:	Officer Comments:
<p>Add the following text at the end of 'Officer's comments' following the TfL response (Section 6, page 21):</p> <p>d. Details of the proposed electric vehicle charging points are included on plan reference 30461-PL-123 Rev D. Details of the proposed secure cycle stores are included on plans 30461-PL-132 Rev A, 30461-PL-133 Rev A and 30461-PL-121 Rev D. Details of the showers and changing facilities are shown on plans 30461-PL-125 Rev B and 30461-PL-126 Rev A. Additional conditions to secure the implementation of these requirements are therefore unnecessary.</p>	For clarity
<p>Add the following text at the end of 'ENVIRONMENTAL PROTECTION UNIT (Second response), (Section 6, page 21):</p> <p>Officer's comments: The submitted plans clearly show what is a fence line in the correct location around the service yards. Condition 2 secures the requirement for the development to conform with the details included within the Noise Assessment Addendum (August 2015).</p>	For clarity

Item: 7 Page: 31	Location: HEATHROW POINT WEST, 234 BATH ROAD HEATHROW
Amendments/Additional Information:	Officer Comments:
<p>Add Informative 11 - Page 44</p> <p>With respect to the landscaping condition 13 , the applicant is advised that the proposed planting should</p>	For clarity

accord with the advice in the Civil Aviation Authority's 'Advice note 3: 'Potential Bird Hazard from Amenity Landscaping and Building Design' and the approved Bird Hazard Management Plan secured by condition 3 of this permission.	
Add Informative 12 - Page 44 With respect to the traffic arrangements condition 18 , the applicant is advised that the vehicular swept path for the coach entering the site should not encroach onto the traffic lane used by vehicles exiting from the site. Vehicle swept paths for coaches turning within the site and exiting the site in forward gear should be provided. All swept paths should include 300mm error margins.	For clarity
Delete drawing 878/RDP/PO1. on page 273.	Superceeded by by drawing 878/RDP/PO1-1 Rev. A on page 272

Item: 8 Page: 13	Location: Hayes Gate House
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
<p>The Council's Accessibility Officer has provided additional information with respect to his pre-application discussion in order to inform the decision making of the Committee.</p> <p>The original condition seeks to ensure compliance with relevant best practice in accordance with Policy 7.2 of the London Plan. However, such standards can only be sought where they are feasible as part of a development.</p> <p>In this case the proposed development relates to the conversion of an existing building and the applicant has demonstrated to the satisfaction of the accessibility officer that it is not possible for structural reasons to comply with the condition as originally worded. Accordingly, the amended wording would secure the maximum possible standard in respect of this particular development.</p>	To provide additional information.

Item: 9 Page: 83	Location: ST ANDREWS PARK, UXBRIDGE
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
<p>Add the following External Consultee Response (Section 6, page 150:</p> <p>GREATER LONDON AUTHORITY (GLA) The proposal seeks to vary condition 5 of the planning permission reference 585/APP/2009/2752 to allow for: relocation uses; alteration of the massing; an increase in the number of units in the Town Centre Extension (but not</p>	Additional response received. GLA confirm proposal raises no strategic planning issues and therefore delegate power to the Local Planning Authority.

<p>in excess of the number of units permitted in the outline permission); and alteration to the retail proposal. I note that the scheme has been amended since it was originally received to remove a number of other changes to the energy strategy. I have reviewed the content of the revised submission and I can confirm the alterations do not raise strategic planning issues.</p> <p>Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA. I will be grateful however if you would send me a copy of the decision notice and s106 agreement.</p>	
<p>Delete the following text from Recommendation (Section 2, page 86):</p> <p>‘receipt of confirmation from the Greater London Authority that the Mayor will not be requesting the opportunity for a Stage 2 response or 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’ plus text:</p> <p>‘and also those requested by the Greater London Authority’</p>	<p>Greater London Authority response now received confirming no strategic planning issues.</p>
<p>Add the following text under Proposed Scheme (Section 3., page 146):</p> <p>No increase in height of the buildings within The Town Centre Extension is proposed as part of this application.</p>	<p>For clarity</p>
<p>Amend wording of Condition 5 (page 89) to read:</p> <p>Unless otherwise agreed in writing by the Local Planning Authority, the scheme shall not exceed the maximum extents (parameters) which form part of the outline element of the development hereby approved and shall accord with Parameter Plan No. (PL) A (00) 009 F.</p> <p>REASON To ensure that the external appearance of the development is satisfactory and to protect residential amenity of nearby occupiers and the visual amenities of the area and to accord with Policies BE13, BE19, BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan Saved Policies (November 2012).</p>	
<p>At the beginning of the report, on page 83, under ‘Drawing Nos’ the first plan reference (PL) A (00) 001 B to be replaced with:</p>	<p>Updated Plan Revision</p>

(PL) A (00) 001 C	
Amend Condition 6 to replace plan reference (PL) A (00) 001 B Proposed Development Phasing Plan with: (PL) A (00) 001 C Proposed Development Phasing Plan	Updated Plan Revision
Add the following text to Officer's comments following Highways Comments in Internal Consultees (Section 6, page 150): The Highways Engineer has now seen plans which relate to the Reserved Matters Application for the Offices within the TCE that show sufficient land has been dedicated to the Council for highways work to Park Road. This work is required to be carried out as part of the s106 agreement for the wider site and is required to be approved by the Council. Initial concerns raised by the Highways Engineer regarding sufficient land being provided to the Council have therefore been resolved.	For clarity

Item: 10 Page: 170	Location: PHASE 3 STOCKLEY PARK, STOCKLEY ROAD
Amendments/Additional Information:	Officer Comments:
Amend wording of Recommendation Note 4 xii. (Section 2, page 166), to read: 4.xii. The development as a whole should achieve a 35% reduction in regulated CO2 above Part L 2013 Building Regulation standards. In the event the carbon reduction target cannot be achieved on-site the applicant shall undertake equivalent additional CO2 reduction projects off-site or pay an off-site contribution of £60 for every tonne of CO2 over the lifetime of the development (30 years) that falls below the 35% target.	In accordance with GLA's request to strengthen the requirements of this particular Head of Term.
Amend wording of Condition 8-Levels (Section 2, page 171), to read; For each phase of the development detailed plans of the site showing the existing and proposed ground levels, including the detailed amount of imported soils (if any) and the proposed finished floor levels of all proposed buildings within each phase of the site have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point and no building within the site shall exceed the maximum height of 67.93m AOD. Thereafter the development shall not be carried out other than in accordance with the approved details. REASON To ensure that the development relates satisfactorily to	To ensure site levels and imported soils are adequately managed.

<p>adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan (November 2012).</p>	
<p>Amend wording of Condition 9 (2.d)-Landscape (Section 2, page 172), to read;</p> <p>2.d Cycle and Motorcycle parking for;</p> <p>i. Phase 1: A minimum of 9 motorcycle spaces and 108 cycle spaces (including demonstration of 18 short stay cycle spaces and cycle changing facilities); and,</p> <p>ii. Phase 2: A minimum of 13 motorcycle spaces and 150 parking spaces (including demonstration of 26 short stay cycle spaces and cycle changing facilities)</p>	<p>For accuracy</p>
<p>Amend wording of Condition 20-Energy Assessment (Section 2, page 176), to read;</p> <p>Prior to the occupation of each phase of the development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. In the event that the development is unable to achieve a 35% carbon reduction above Part L evidence shall be provided to the Local Planning Authority to demonstrate why the target carbon reduction cannot be met; including cost analysis as appropriate to substantiate the reasons why the reduction is not achieved on-site and the alternative proposals or sum of any off-site contribution.</p> <p>REASON To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.</p>	
<p>Amend wording of Condition 25-Internal Floorspace (Section 2, page 179), to read;</p> <p>Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional structural internal mezzanine floorspace that can be used for storage shall be created in excess of that area expressly authorised by this permission.</p> <p>REASON To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>For accuracy</p>
<p>Add 'Materials' condition, to state:</p> <p>"For each phase of the development, details of all materials and external surfaces, shall be submitted to and</p>	<p>For accuracy</p>

approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter each phase of the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images and sample materials shall be available to view on site at the Local Planning Authorities request.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012).”

The Transport Engineer's comments (Section 6, page 217) regarding parking provision were based on what was considered to be inconsistent indicative trip rates in the Transport Assessment. The Transport Assessment is to be reviewed and complemented with a corridor study, which is secured by legal agreement in the s106. Attention is drawn to the fact that there are no concerns with the number of parking spaces proposed, which are within the limits and in accordance with the London Plan standards of 1 space per 100sqm of floorspace provided. It is worth noting that TfL has no concerns with the level of parking proposed.

For clarity