



HILLINGDON

LONDON

Meeting:	Major Applications Planning Committee	
Date:	6th December 2016	Time: 6:00pm
Place:	Committee Room 5, Civic Centre, Uxbridge	

ADDENDUM SHEET

Item: 6	Page: 7-16	Location: The Old Vinyl Factory
<i>Amendments/Additional Information:</i>		<i>Officer Comments:</i>
No Amendments or Additional Information.		

Item: 7	Page: 17-36	Location: The Old Vinyl Factory
<i>Amendments/Additional Information:</i>		<i>Officer Comments:</i>
No Amendments or Additional Information.		

Item: 8	Page: 37-50	Location: Ruislip Bowls Club, Manor Farm, Ruislip
<i>Amendments/Additional Information:</i>		<i>Officer Comments:</i>
Add the following condition and informatives following receipt of comments from Historic England: Condition: No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works B. The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition		

or resulting material. This part of the condition shall not be discharged until until these elements have been fulfilled in accordance with the programme set out in the WSI.

REASON: To appropriately safeguard remains of archaeological significance or importance in accordance with policies BE1 and BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Informatives:

1. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under Schedule 6 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2. Historic England advise that the archaeological fieldwork should comprise the following:

Watching brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.

Item: 9 Pages: 57-67	Location: Former Contractors Compound
Amendments/Additional Information:	Officer Comments:
<p>Pages 51 and 52 (drawings list and condition 1 (accordance with approved plans)</p> <ul style="list-style-type: none"> - delete drawing Landscape plan and replace this with drawing 02C T4 Landscape. - Add plan 02C Landscape plus services 	<p>Plans updated to reflect amendments required by the Landscape Officer. The landscape Officer raises no objection to the amendments</p>
<p>Response to Landscape Officers comments on page 59.</p> <p>An amended landscape plan ref: 02C T4 Landscape - AMENDED PLAN, has been received which shows some of the proposed trees deleted (due to services) and the addition of some minor areas of bunding on the Southern Perimeter Road frontage with low level planting. Some additional trees and low level planting at the southern end of the site and additional low level planting at the north-west corner. 2 Buxus Sempervirens are shown on the western end of the forecourt but more extensive planters will be provided once input is received from the operational hotel team at a future date.</p> <p>Also attached as an additional plan is the same landscaping plan but with the services layout superimposed. This demonstrates that we are dealing with the equivalent of Piccadilly Circus in terms of the sheer volumes of strategic services that run through this "mini-hub" within the airport.</p> <p>In response to the specific queries raised by the Trees and Landscape Officer I can provide the following response (italics):</p> <p>GENERAL:- <i>The site of the hotel had <u>multiple</u> existing airport and statutory utility services crossing the site at varying depths, all of which were live and needed diverting into the narrow corridor between the sides of the new hotel basement and the adjacent road network. It was not possible to divert these into either Stratford Rd or the Southern Perimeter Rd without creating major disruption to airport operations. In addition each service owner (HAL, NGG, BT, UKPNS, BPA, Virgin Media and Vodafone) requires to be able to access and dig up their services in the event of both failure but also future extension of the same. This means they require "no notice" emergency access 24/7 with no trees allowed to be planted above service runs. These service diversions and future access requirements are imposed to secure the operation of the airport and are determined by the airport operator.</i> <i>NB. The BPA infrastructure consists of an aircraft fuel pipeline that has particularly onerous safety,</i></p>	<p>To note. No objection is raised to the landscaping element of the reserved matters application.</p>

monitoring and access restrictions.

SOUTHERN PERIMETER ROAD:

1. What is the rationale for the green fences along the Southern Perimeter Road?

In recognition of the fact there is no viable space along this section of the hotel to plant trees and to soften the area, we have tried to introduce a line of green / living wall along the open facade section to the side of the access ramp at ground level.

2. There is scope for further tree planting along the Southern Perimeter Road, which is currently very exposed and blank.

There is no scope to plant any trees along this elevation, with the following services squeezed into the narrow corridor between the edge of the 2m wide maintenance zone to the perimeter of the hotel and the kerb line of the Southern Perimeter Rd. These are identified in plan on the attached plan.

- 1800mm diameter storm drain along the full length, owned by HAL
- 250mm diameter storm drain along 2/3rd length, owned by HAL
- 300mm fire main along the full length, owned by HAL
- 150mm fuel main along ¾ of length, owned by BP Fuels
- 250mm low pressure gas main along ¾ length, owned by NGG
- 150mm foul rising main along the full length that splits into two separate lines as it approaches the Swindon Rd end, owned by HAL
- Low voltage cables and street lighting columns along the full length, plus traffic light control cables also along the length, owned by UKPNS and HAL.
- HAL street signage

3. What is the large area of 'Grasscrete' for, and does it really extend across the Southern Perimeter Road? If this space is only for emergency/fire brigade access, there are better reinforced grass products than Grasscrete available which will be easier to maintain as green space.

Due to the quantity of services below this narrow section and relatively shallow depth, a load bearing pavement or sub-structure is needed to both allow for emergency / fire brigade access, access by the service owners to inspect and maintain the same and also access by the hotel onto the narrow perimeter path that is not accessible from the other sides due to topography and retaining structures where required for slope stability.

4. No levels are given but the grass verge should be 'crowned' to create a very shallow bund.

The area will need to be relatively flat for the reasons given above – although mini mounding is now proposed on parts.

5. Additional bulb planting would be effective along this (and other) boundaries.
This has been added on the amended landscape plan.

JUNCTION of SOUTHERN PERIMETER ROAD / STRATFORD ROAD

1. This is a relatively large space and will benefit from additional tree planting and earth modelling (as above, item 4).

Our Landscape Architect has shown additional trees adjacent to the meadow pasture on the bank by the wingwall.

STRATFORD ROAD

1. See item 4 above.

This side of the hotel also has a large quantity of diverted services outlined below and also slopes steeply towards the perimeter path to the hotel, so there is limited scope to plant trees, but we have shown some bulbs at the north-west corner.

- *Medium pressure gas main along full length*
- *Bank of 12 BT ducts (as 4 x 3) that run the full length and contain critical infrastructure*
- *Part foul rising main at the SW corner*
- *Street lighting cables along the length*
- *Multiple street signage along exit from T4 terminal*
- *Large new electrical pits and electrical duct runs along the NW section of the site*

SWINDON ROAD

1. Additional tree planting would improve the hotel frontage which is currently proposed as a hard landscaped area with no green relief at the main entrance / drop off point.

There is no potential for tree planting along this elevation (north elevation) as the hotel structure extends to the kerb line with major BT and UKPNS (HV cables) running just in front of the hotel. We are proposing box planters to provide amenity planting to this key focal area – some of which will combine to act as security barriers which are required by the Met Police to prevent ram raid vehicle bombs.

Notwithstanding these difficulties we are doing as much as possible to provide as much greenery as we can.

The Landscape officer has reviewed the amended plans and comments and raises no objection to the proposals.

The public realm improvements to the pedestrian link have been secured by a S106 within the approved outline application. The elevated walkway formed

For clarity.

part of a separate planning application on the site (67622/APP/2015/1854)	
In relation to the motorcycle spaces requested by the Highway officer, details of these are required to be submitted as part Condition 14 2.f (landscaping) of the outline consent.	For clarity

Item: 10 Page: 69-124	Location: Bridge House
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
No Amendments or Additional Information	

Item: 11 Page: 125-148	Location: Stockley Park Phase 3
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
No Amendments or Additional Information.	