



# HILLINGDON

LONDON

<b>Meeting:</b>	<b>Major Applications Planning Committee</b>	
<b>Date:</b>	<b>14th March 2017</b>	<b>Time: 6:00pm</b>
<b>Place:</b>	<b>Committee Room 5, Civic Centre, Uxbridge</b>	

## ADDENDUM SHEET

<b>Item: 6</b>	<b>Page: 5</b>	<b>Location: Rickmansworth Road</b>
<b><i>Amendments/Additional Information:</i></b>		<b><i>Officer Comments:</i></b>
Replace drawing numbers:  170-PL-400-02 170-PL-100-02 170-PL-200-02 170-PL-201-01 170-PL-202-02 170-PL-203-02 170-PL-204-02  with  170-PL-400-03 170-PL-100-03 170-PL-200-03 170-PL-201-02 170-PL-202-03 170-PL-203-03 170-PL-204-03		For update.  The amendments reflect changes to the proposed access which has been widened and the 2 disabled parking spaces re-orientated as part of the highways improvements negotiated by Hillingdon's Highways Officers.
2) Section 2: RECOMMENDATION (D) - AMEND s106 completion date from "14 <sup>th</sup> September 2016" to "20 <sup>th</sup> May 2017".		For update.
11 additional objections have been received since the original committee report was published. These do not to raise any additional concerns to those expressed in previous comments summarised in section 6.1 of this report.		For update.

<b>Item: 7</b>	<b>Page: 51</b>	<b>Location: Former British Legion, Station Road, West Drayton.</b>
<b><i>Amendments/Additional Information:</i></b>		<b><i>Officer Comments:</i></b>

Remove conditions 4 (Demolition and Construction Management Plan) on page 54.	Schemes of this size and without any particular site constraints are not normally considered to require construction management plans. No consultee responses suggested that one was required.
Remove Condition 10 (Cycle Parking) on page 10.	Cycle parking is not normally sought on schemes comprising entirely houses as ample provision can be provided in rear gardens.
Remove Condition 18 (Ecology) and insert the following to Condition 7 (Landscaping):  "1.e Measures to enhance biodiversity."	Given the modest size and nature of the scheme, potential ecological enhancements can be dealt with as part of the wider landscaping requirements for the scheme.

<b>Item: 8 Page: 87</b>	<b>Location: Fanuc House, 1 Station Approach</b>
<b><i>Amendments/Additional Information:</i></b>	<b><i>Officer Comments:</i></b>
<p>Replace drawing numbers: PL - 06 Rev. G, PL - 07 Rev. G, PL - 08 Rev. H, PL - 09 Rev. I, PL - 10 Rev. J, PL - 11 Rev. I, PL - 13 Rev. H, PL - 14 Rev. G, PL - 18 Rev. E, PL - 21 Rev. C, PL - 22 Rev. B, PL - 23 Rev. A, with:-</p> <p>PL - 06 Rev. H, PL - 07 Rev. H, PL - 09 Rev. J, PL - 10 Rev. K, PL - 11 Rev. J, PL - 13 Rev. I, PL - 14 Rev. H, PL - 18 Rev. F, PL - 21 Rev. D, PL - 22 Rev. C and PL - 23 Rev. B all received 6/3/17 and PL - 08 Rev. J received 8/3/17 and add Drw. No. PL - 25 received 6/3/17</p> <p>Replace Drwg. Nos:- 5695/ ASP1.0 Rev. J, 5695/ ASP1.1 Rev. J, and 5695/ ASP2 Rev. E with: 5695/ ASP1.0 Rev. L, 5695/ ASP1.1 Rev. L, and 5695/ ASP2 Rev. F all received 8/3/17.</p> <p>Delete Drwg. Nos:- 6595/ASP 1.2 Rev F Design &amp; Access Statement Revision C</p>	<p>To ensure correct drawing numbers.</p> <p>In the officer's report, it was advised the size of some of the balconies on the ground floor may have to be reduced. In order to facilitate access to the areas beneath the balconies to ensure swales and grilles/vents are not obstructed. The agent considers that the ongoing management and maintenance of the void space, swales and surface water vents can be facilitated whilst maintaining the current balcony sizes and locations. They advise that as the Council's Water and Flood Management Officer has suggested, we would prefer the ongoing management and maintenance of the drainage and flooding system to be agreed via a management and maintenance plan submitted to discharge suggested condition 25 (NONSC Sustainable Water Management) within the committee report. This will allow us to develop the strategy and liaise with the appropriate stakeholders including potential management companies etc. This approach is acceptable to officers.</p> <p>The Council's Access Officer advises that :- We have reached the best possible design within the scope of the regulations. We can no longer insist on accessible parking as</p>

	<p>part of the National Housing Standards.</p> <p>The revision of the surface car parking spaces to include additional manoeuvring areas at the side of the spaces was requested by the Highway Engineer to compensate for the restricted width to turn on the access road has resulted in the loss of one space. This change has been anticipated in the officer's report and the Highway Engineer raises no objections to the revisions.</p>
<p>Add an additional condition: Notwithstanding the details included on Drw. No. PL - 08 Rev. J, revised details of the bin store, to include appropriate ramped access from Pembroke Road, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The scheme shall be built in accordance with the approved details and the ramp shall be permanently retained for so long as the development remains in existence.</p> <p>REASON: To ensure that adequate facilities are provided in order to ensure safe operation/ collection, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).</p>	<p>As regards the bin store, whilst with the re-sited doors, it is sited at an acceptable distance from the highway, a ramp would be required to allow for bins to be wheeled. This would be dealt with by means of the new condition.</p>
<p>Delete Condition 19 (Non Road Mobile Machinery) and revise Condition 20 (Low Emission Strategy/ Air Quality Action Plan) by deleting:- "Vehicular Traffic a) Setting targets for and incentivising the use of Euro V and Euro VI HGVs b) Setting targets for and incentivising the use of Euro 5 and Euro 6 non HGVs c) Installation of electric charging points d) Active promotion of cleaner vehicle technologies for all users of the development e) Active promotion of no idling" and "Monitoring The action plan must include details for monitoring the vehicular types and recording the percentage of Euro V/5 and Euro VI/6 vehicles as well as progress against the emission reduction targets."</p>	<p>Although these conditions have been requested by the EPU Officer, this is a residential scheme where they would either have minimal impact other than during the construction phase where Condition 14 (Construction Management Strategy) would cover these matters or could not control the type of vehicles residents used. Condition 20 is still required to control the gas fired central boiler system, but electric charging points is covered by Condition 7 (Landscape Scheme) and the Green Travel Plan would be more appropriate to deal with reducing travel demand and therefore emissions.</p>
<p>Replace Revision A of the Design and Access Statement with Revision C</p>	<p>For correction/update.</p>
<p>Add additional Heads of Term:- 7. A £50,000 contribution towards town centre/highway improvements in the</p>	<p>The developers have offered a £50,000 contribution towards town centre/ highway improvements within the immediate area.</p>

immediate area.	
On Page 115, in second paragraph, replace 10 with 13.	For correction.
On Page 116, in second paragraph, replace 5 with 6. This consultation response notes that proposed building is 1.075meters higher than adjoining Metropolitan House and speculates that the LU 'No build zone' is so as not to obscure the listed station building.	For correction/update  First point is noted and no build zone is to safeguard Station Approach and adjoining bus stops which are in LU ownership/control.
Add comments of Ruislip Residents' Association: Original comments: We would like to make some late comments with regard to this planning application in the hope they may still be considered before a decision is made. We understand that this case will go before your major applications committee for recommendation. Firstly we are concerned over the location of the building within the plot as it is currently right up against its western boundary (ie the bus station) which means that the proposed patio doors and balconies of many of the 41 flats are next to the double-decker diesel bus stands. The diesel fumes/pollution generated in the continual starting process and buses engines still running whilst standing will be a negative factor as will privacy with top deck bus passengers looking directly onto first floor properties at a distance as near as six feet. Should the building be moved back from the western boundary to allow more of a gap between the building and the bus stands and a hedge be planted it would be more in keeping with meeting quality housing standards particularly as the site adjoins our local conservation area. The plans require the removal of a large number of trees including better quality ones towards the southern end of the plot and this will affect the environs of the Grade 2-listed Ruislip Underground Station (1903). This is a key entrance point to our town bearing in mind that it was originally designed for access by train and not car. So the visual entrance to Ruislip is very important given creating first impressions. The underground car park design needs to incorporate flood protection systems as the bus station is liable to flash flooding and an underground car park there would run a serious danger of water inundation a subject very much in the news recently. It would be	For update.  The main points raised by the Association have been considered in the officer's report.

appreciated if our comments could be taken into account in your deliberations. It is noted that this application is up for decision by 24<sup>th</sup> August.

**Comments on Revised Plans**

We would refer to the amended planning application for this site and whilst amended drawings for the site layout and internals have since been submitted it does not change our view that this application remains unsuitable for purpose with none of the proposed changes appearing to make a material difference and we believe the main points made previously hold good. We trust that as the case is still to be decided our latest views may still be taken into account in the decision process. Please advise us of your decision in due course.