



# HILLINGDON

LONDON

<b>Meeting:</b>	<b>Major Applications Planning Committee</b>	
<b>Date:</b>	<b>19 June 2019</b>	<b>Time: 6:00pm</b>
<b>Place:</b>	<b>Committee Room 5, Civic Centre, Uxbridge</b>	

## ADDENDUM SHEET

<b>Item: 6 (Page 9)</b>	<b>Location: Manor Court, High Street, Harmondsworth</b>
<b><i>Amendments/Additional Information:</i></b>	<b><i>Officer Comments:</i></b>
<p>Additional text on page 13: Comment on Public Consultations ; 46 adjoining owner/occupiers have been consulted and site notices were also posted. The application has been advertised as a development that affects the character and appearance of the Harmondsworth Conservation Area and the setting of surrounding listed buildings. 5 responses have been received to the neighbour consultation, the contents of which are summarised below.</p> <ul style="list-style-type: none"><li>&gt; This site is unsuitable for housing.</li><li>&gt; The grade 1 listed barn needs to be protected.</li><li>&gt;The stables and the office block need to be used as community buildings for the residents.</li><li>&gt;This is clearly an over development and misuse of local historically important / graded area</li><li>&gt;The increase in traffic it would cause is unacceptable.</li><li>&gt;HMO residents owning a vehicle are advised that they are NOT allowed to park within the boundary of the complex which then means they park their vehicles directly outside</li><li>&gt; When the new owners took over this complex, they ripped out the Scout Garden and filled in the pond</li><li>&gt;The small parking area in the complex is already used by the owners as a car park including pick ups and drops off on a daily basis causing further traffic congestion and danger.</li><li>&gt; With Heathrow expansion looming I feel this is more a money making exercise than an a project that will benefit the local residents</li><li>&gt; Concern over wildlife in The Great Barn</li></ul> <p>In addition a petition bearing 50 signatures has been received objecting to the proposals. (The same as for application 27256/APP/2017/3721).</p> <p>One letter of support has also been received.</p>	<p>For completeness, the consultation information was missing from the published report.</p> <p>For completeness, this includes the Consultation comments received from 'Friends of the Great Barn'.</p>

Harmondsworth and Sipson Residents Association provided consultation comments during the course of the application. The comments (summarised below) are the same as for application 27256/APP/2017/3721 (Agenda Item 7).	For completeness, the consultation information was missing from the published report.
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Item: 7 (Page 29)	Location: Manor Court, High Street, Harmondsworth
<i>Amendments/Additional Information:</i>	<i>Officer Comments:</i>
<p>Add the following documents to the drawing list:(page 29)</p> <p>Environmental Noise Assessment  Design and Access Statement  Existing Building Survey  Figures and Photographic Plates  Energy Report  Arboricultural Report  Initial Bat Survey  Bat Surveys Report  Drainage Strategy  Flood Risk Assessment  Air quality Assessment  Transport Statement  Heritage Statement</p>	For completeness.
<p>Amend Condition 11 Floodlighting. (page 36)  Add the following wording:  ‘Any external lighting shall comprise low level amenity lighting on the buildings and near key pathways’ after second sentence.</p>	To protect the ecological value of the area.
<p>Replace condition 14 (Air Quality) (page37) with:</p> <p><u>Air Quality - Low Emission Strategy</u>  No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority.  The LES shall specify the following  1) Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements;  2) a clear and effective strategy to encourage users of the residential units to  a) use public transport;  b) cycle / walk to work where practicable;  c) enter car share schemes;  d) purchase and drive to work zero emission vehicles.  The measures in the agreed scheme shall be maintained throughout the life of the development.</p> <p>Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy EM8 of the</p>	To ensure that the condition is relevant to the development to be permitted; enforceable; precise; and reasonable in all other respects.

Local Plan Part 1 (and Policy DME1 14 of the emerging Local Plan (part 2)).	
Page 52/53 The applicant confirms that the footpath leading to unit 15 (The Office Barn) is entirely within his ownership as shown on site layout drawing.	For clarity.

<b>Item: 8</b>	<b>Location: Chailey Industrial Estate, Pump Lane, Hayes</b>
<b>Amendments/Additional Information:</b>	<b>Officer Comments:</b>
Additional drawing numbers added: - FNH432 SK110 - FNH432 SK111 - FNH432 SK112 - FNH432 SK113 - FNH432 SK114 - FNH432 SK115	For completeness, the drawings detail the relationship between surrounding existing properties and the proposed development.
Add the following plans to Condition 2: - FNH432 SK110 - FNH432 SK111 - FNH432 SK112 - FNH432 SK113 - FNH432 SK114 - FNH432 SK115	For completeness
Replace Condition 29 with: No residential or commercial unit hereby approved shall be occupied until a parking designation and allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.  REASON To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2016).	For clarity
Amended Affordable Housing Offer received from the Applicant as set out below via email dated 17/06/19: I am writing to confirm the following in relation to the 4 conditions listed in the AFFORDABLE HOUSING section of the Planning Committee report, which were included in Fairview's initial planning submission:  Late Stage Review – we are continuing to argue with the GLA that they should not impose a GLA late stage review because at 35% we believe we meet the requirements for the Fast Track Route.	For clarity following an amended Affordable Housing offer

<p>Tenure Split – this has been agreed with Hillingdon and this condition no longer applies.</p> <p>Availability of Grant – the condition referred to in the committee report formed part of Fairview’s initial negotiating stance with the GLA. It does not apply in relation to the 35% scheme now proposed which, for the avoidance of doubt, Fairview is happy to deliver as agreed with Hillingdon, without grant funding.</p> <p>Level of S106 contributions – these have now been agreed with the Council and this condition no longer applies.</p>	
<p>Section 2 Recommendation p. 100, replace the following proposed Heads of Terms with:</p> <p>1. On-site Affordable Housing provision of a minimum of 35% by habitable room (including review mechanism)</p> <p>And</p> <p>9. Agreement that future owners and/or occupiers will not be able to apply for Council resident parking permits, with the exception of Blue Badge Holders.</p>	<p>To secure the appropriate obligations</p>
<p>Additional consultee response received from London Borough of Ealing:</p> <p>Southall Gas Works, the largest brownfield site in west London, is a committed development and its impact on Pump Lane, including the Bilton Way and Coldharbour junctions have not been considered in the Transport Assessment.</p> <p>There is reference in the Transport Assessment that TfL do not require any mitigation on the Bulls Bridge Roundabout. TfL’s comments are confined to the impact on their Transport for London Road Network (TLRN) only.</p> <p>Trip Generation – trips related to servicing of the residential development including home deliveries including the likes of Amazon do not appear to have been included.</p> <p>The assessment predicts 2021 trips as future years. The year of opening would be 2021 and future trips, 5 years ahead ought to be predicted and their impact on the relevant junctions assessed. Even in year 2021 The RFC values are Bilton Way 0.89, Pump lane East 0.93, Coldharbour Lane 0.97 (AM),0.89 (PM), Pump Lane 0.98 (PM). The acceptable threshold is 0.85 and not anything under a theoretical 100.</p> <p>The Pump Lane/Bilton Way roundabout is to be removed and replaced by a signal junction funded by Southall Gasworks. Therefore an assessment to consider the impact of the development on the proposed signal junction ought to be considered. Pump Lane is going to continue via a new road (already being used by construction traffic )through the Southall Gas Works site into London Borough of Ealing. Additional delays</p>	<p>Ealing Council raised no objection to the initial public consultation undertaken. These are additional comments received following the re-consultation, albeit no highways or transportation matters have changed. The Council’s Highways Engineer has provided the following response:</p> <p>Highway comments have been received from LB Ealing that focus on the number of trips that the development will generate and the ability of the surrounding road network to cope with any increases in demand for road space. There are no highway, traffic or transportation objections to this development taking into account the amount of car trips the development is likely to generate is constrained by the ratio of car parking spaces to residential units provided on site. Furthermore, given the sites proximity to Hayes town centre residents will be able to satisfy</p>

<p>to vehicular traffic to and from Hayes should be properly assessed and mitigation measures proposed.</p>	<p>their everyday travel needs without being reliant on the private car. Hayes town centre offers a wide range of travel opportunities as well as shops, services and facilities available locally. To further encourage and enable the new residents to travel actively generous developer contributions have been secured for investment in the Transport for London 'Healthy Streets' initiative. Should the road network need to be changed to facilitate the development, there is a condition requiring the developer to enter into a S278 agreement.</p>
<p>Additional consultee response from London Fire Brigade:</p> <p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London. The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations: The Commissioner is satisfied with the proposals.</p>	<p>For completeness</p>
<p>P.97 of Deferred Details 'Affordable Housing' remove reference to the conditions attached to Fairviews Affordable Housing offer.</p>	<p>For clarity following an amended Affordable Housing offer</p>

<b>Item: 9 (Page 181)</b>	<b>Location: Northwood College</b>
<b>Amendments/Additional Information:</b>	<b>Officer Comments:</b>
<p>Following the Access Officer's visit to the site on Friday 14th June 2019 and a review of the Accessibility Note provided by the applicant on 07-06-2019, the following comments were made:</p> <p>The proposal comprises a variety of school buildings set at different levels. The proposal seeks planning consent to construct a new science teaching block to sit alongside The Briary, which is a locally listed building, and to provide a link corridor between the two buildings at first floor level that is shown to be inaccessible to wheelchair users. The Briary currently houses the secondary school dining area, administrative offices on the ground floor, and Sixth Form accommodation at first floor level. Whereas it is the Briary may be difficult to make accessible to any useful degree without major reconfiguration of the internal space, which might in itself result in harm to the character and special interest of the locally listed building, no serious attempt has been made to</p>	<p>The Committee should note that although the Access Officer is not recommending refusal on accessibility grounds, the failure to address wider accessibility issues is considered to diminish the public benefit argument being put forward by the applicant.</p>

<p>consider accessibility improvements to this building. I do not think the current planning application cannot be refused on accessibility grounds, as the applicant has provided accessible toilets, level access and lifts in the new building; however the applicant has not attempted to utilise the major investment in the school campus as a means to address wider accessibility deficiencies. The reason this is important is because the applicant claims that the proposals involve substantial public benefits which outweigh the harm to heritage assets. The failure to address wider accessibility issues in my view diminishes the public benefit argument being put forward.</p>	
<p>The applicants submitted a pack of information on 17-6-19 which was circulated to members. The pack contained details highlighting the community benefits of the proposal and a plan illustrating the proposed height of the new building against the main building but it fails to acknowledge the proposal would be taller than the listed buildings on either side.</p>	For completeness.
<p>The following documents form part of the decision making process for this application:</p> <ul style="list-style-type: none"> <li>- 2207_AP(0-) 010 Rev. P2 (Existing and Proposed Street Elevations)</li> <li>- Response to planning committee dated 07-06-2019</li> <li>- Accessibility Note dated 07-06-2019</li> <li>- Economic Benefits of Northwood College</li> <li>- Letter from Northwood College dated 17-06-2019</li> </ul>	For completeness.

<b>Item: 11 (Page 223)</b>	<b>Location: Pylon Farm</b>
<b><i>Amendments/Additional Information:</i></b>	<b><i>Officer Comments:</i></b>
<p>Further internal consultee comments received:</p> <p>Land Contamination Officer comments:</p> <p>The adjacent land and properties, which are operating as West London Composting Ltd, are situated immediately to the north and east of the subject site boundary. Those areas of land have been previously assessed in terms of the risks associated with land condition, and various reports which detail findings are available. However, I have been unable to find any records which indicate that the subject site has been addressed with the same or similar assessment/s and/or investigations.</p> <p>It is understood a change of use is being proposed for the subject site and such change will likely involve introduction of a significantly increased number of human receptors, and thereby demand a more specific focus on human health risk assessment. Therefore, it is recommended that conditions are applicable as follows:</p> <p>(i) Within three months from the date of this permission, a scheme to deal with contamination must be submitted to the Local Planning Authority (LPA) in accordance with the Supplementary</p>	Condition to be added

Planning Guidance Document on Land Contamination, and subsequently approved by the LPA. All works which form part of the remediation scheme shall be completed within six months of the date of this permission unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) 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.

Within six months of the date of this permission, 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.

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

<p>receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	
<p>Add new Condition</p> <p><b>11 Restrictions - Enlargement of Industrial/Warehouse Buildings</b></p> <p>Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.</p> <p>REASON: To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM7, AM14 and OL4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>To remove permitted development rights; to control intensification of use and to enable the Local Planning Authority to assess all the implications of the development.</p>
<p>Add new Condition</p> <p><b>12 No additional internal floorspace</b></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 internal floorspace 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 policies AM7, AM14 and OL1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>To control intensification of use and to enable the Local Planning Authority to assess all the implications of the development.</p>
<p>Add new Condition</p> <p><b>13 Restrictions on changes of use</b></p> <p>Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall be used only for purposes within Use Class, B1 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).</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 policies AM7, AM14 and OL1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>	<p>To control intensification of use and to enable the Local Planning Authority to assess all the implications of the development.</p>



Add new Condition

**14 Travel Plan**

The development hereby permitted shall be carried out in complete accordance with the details shown on the submitted document as follows:

- Workplace Travel Plan Doc Ref: SC/18455/TP/00

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON: To ensure that the development complies with the objectives of the London Plan (2016) Policies 6.1 and 6.3.

To promote sustainable transport and reduce the impact of the development on the surrounding road network