

PLANNING COMMITTEE
14th January 2016

ADDENDUM REPORT

This report contains additional information relating to agenda items not available at the time of publication of the main agenda.

Agenda Item 4 – Gunnersbury Park, 179 Popes Lane, London W5

Page 3 – Paragraph 1.2

Should be amended to read: There is a demonstrable need for additional internal and external sports facilities within both Hounslow and Ealing. The development on Metropolitan Open Land (MOL) would be inappropriate development and by definition would be harmful. However, in this case there are very special circumstances, which include the Local Plan designation for a sports hub within the park, the significant community benefit, the proposal to provide outdoor and recreational uses and the siting of the proposal. The provision of sports facilities and the associated long term benefits, particularly the maintenance of the park for sport, is considered to outweigh the harm to the MOL. The proposed sports facilities would significantly assist with meeting the shortfall in supply to both boroughs, and would not have a significant harmful effect on neighbours living conditions.

Page 3 – Paragraph 1.5

The Mayor of London has now provided his comments on the scheme and does not wish it to be referred back to him.

Page 7 - Paragraph 5.4

This should read: 3 letters of support and 14 objections were received

Objection	Response
Design and materials do not complement the grade 2* listed buildings and conservation area	See paragraphs 7.25 – 7.32 A condition will be applied requiring the submission of materials prior to commencement of development.

Page 9 - Paragraph 5.6

Since the publication of the report, the stage 1 response from the Mayor of London has been received. The table should therefore be amended to read:

Consultee	Comment
Greater London Authority (GLA)	<p>The application complies with the London Plan</p> <p>Principle of development</p> <p>The applicant has set out reasons for ‘very special circumstances’ in which development would be accepted on MOL and as such the principle is accepted in strategic terms. Overall the scheme is exemplary and will provide for a significant improvement to existing sports and recreation facilities in West London that will help to support London’s continued growth. The two local authorities are commended for the approach they have taken to the effective use of public assets.</p> <p>Urban design</p> <p>The proposed design is generally supported in line with London Plan policies contained in chapter seven and the applicant has demonstrated that there will be limited impact on the openness of the MOL, compared to existing. Council officers are advised to satisfy themselves on material details and finishes, and their impact upon the wider park as a designated heritage asset, in line with policy 7.8.</p> <p>Inclusive access</p> <p>The scheme complies with London Plan policies 7.2 and is therefore acceptable.</p> <p>Sustainable development</p> <p>The proposed measures within the energy strategy meet the policy requirements of Policy 5.2 of the London Plan and should be secured by condition.</p> <p>Transport</p> <p>TfL request further justification of car parking levels and consideration should be given to ECVP provision. It is recognised that sports and leisure uses are not covered within the London Plan parking standards and therefore there is no issue of non-compliance. A Car Parking Management Plan, Construction Logistics Plan, Delivery & Servicing Plan and Full Travel Plan should be secured via appropriate conditions or legal agreement.</p>

Page 10 - Paragraph 5.6

Since the publication of the report, negotiation with TfL has been on-going and they have now removed their objection to the scheme. The final response from TfL is as follows:

Consultee	Comment
Transport for London (TfL)	<p>No objection:</p> <p>The footway and carriageway of Gunnersbury Avenue must not be blocked during the construction and maintenance of the proposal.</p> <p>The proposed car parking quantum stands at 283 spaces, an increase of 56% on the current level in place. Whilst it has been noted that this provision is based on the trip generation assessment which includes the possibility of a 18 hole golf course being constructed on site, this is still deemed to be excessive. Due to this, TfL request that a condition be applied to phase the delivery of car parking with a monitoring mechanism to assess the uptake of car parking spaces for each previous phase.</p> <p>A construction logistics plan should be required by condition.</p>

Page 22 – Paragraph 8.1

Should be amended to read: There is a demonstrable need for additional internal and external sports facilities within both Hounslow and Ealing. The development on Metropolitan Open Land (MOL) would be inappropriate development and by definition would be harmful. However, in this case there are very special circumstances, which include the Local Plan designation for a sports hub within the park, the significant community benefit, the proposal to provide outdoor and recreational uses and the siting of the proposal. The provision of sports facilities and the associated long term benefits, particularly the maintenance of the park for sport, is considered to outweigh the harm to the MOL. The proposed sports facilities would significantly assist with meeting the shortfall in supply to both boroughs, and would not have a significant harmful effect on neighbours living conditions.

Page 22 - Paragraph 9.2

This paragraph should read: CIL is payable on m² of new floor space or where a new dwelling is created or the net floor area increase exceeds 100 m². The proposals are not liable to pay CIL under exceptional circumstances. The applicant should submit exemption and assumption of liability forms to the Local Planning Authority prior to commencement of development in order to qualify for the exemption

Page 23 – Paragraph 11.1

This paragraph should read:

That planning permission be **granted** subject to the following conditions which shall be negotiated by appropriate officers in the Department of Regeneration, Economic Development & Environment.

If planning permission is refused, the Director Regeneration, Economic Development & Environment or Assistant Director – Community Safety, Environment and Regulatory services or the Head of Development Management (in consultation with the Chair) is hereby authorised to approve any further application for planning permission or listed building consent validated within 12 months of the date of refusal of either application, provided that it (a) duplicates the earlier application, and (B) that there has not been any material change in circumstances in the relevant planning considerations, and (c) that a satisfactory legal agreement or unilateral undertaking securing the obligations set out in the report is completed within any specified period of time.

Page 24 – Condition 6

Should be amended to read: No development shall take place until samples and details of the materials to be used in the construction of the external surfaces of the sports hall hereby permitted have been submitted to and approved in writing by the local planning authority in agreement with the chair of planning committee. Details should demonstrate the Aggregate and fill composition of the gabion baskets, the colour general arrangement width and proportions of the timber cladding and of the metal cladding and perforated security screens. Development shall be carried out in accordance with the approved details.

Page 28 - Condition 18

This should read: The foyer, lobby, café and toilets shall remain accessible to the public and at no point shall turnstile access be installed to control entry to these parts of the sports centre.

Reason. In the interest of preserving local amenity is provided and that the building shall remain freely accessible to users of the sports facilities and park in accordance with CC1 (Context and character), CC2 (New Development), GB9 (Play space, outdoor sports facilities and burial space), CI1 (Providing and protecting community facilities), CI4 (Culture and Leisure Facilities) of the adopted Local Plan.

An additional condition (number 21):

Prior to commencement of development detailed plans for the provision of a minimum of 118 free cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. Cycle parking shall be provided in accordance with the approved details prior to the first use of the sports centre, with these facilities to be permanently maintained thereafter and free for members of the public to use during park opening hours.

Reason: To maximise cycling as a mode of transport to the site in accordance with policy EC2 (Car and Cycle Parking and Servicing Facilities for Developments) of the adopted Local Plan.

An additional condition (number 22):

Prior to commencement of development, a Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall reference the phasing plan referred to in condition 23. The measures as approved shall be implemented prior to the first occupation of the development hereby permitted and shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: To ensure appropriate levels of parking are maintained for the duration of the use of the site in accordance with Local Plan Policy EC2 (Car and Cycle Parking and Servicing Facilities for Developments).

An additional condition (number 23):

Prior to commencement of development a car parking phasing plan shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the phasing plan unless prior written approval of the Local Planning Authority is obtained to any variation.

The phasing plan shall detail that no more than 36 spaces shall be provided in conjunction with the development of the sports centre hereby approved, and that no more than 153 spaces in total shall be provided on the site. The phasing plan shall detail how the uptake of these spaces shall be monitored and released for occupation, and provide details of the treatment of the remaining spaces prior to their implementation.

Reason: To promote sustainable transport in accordance with Local Plan policy EC2 (Car and Cycle Parking and Servicing Facilities for Developments).

An additional condition (number 24):

No development shall commence until a Construction Logistics Plan (CLP) has been submitted to the Local Planning Authority and approved in writing. Heavy vehicles are to be routed to avoid travelling the residential areas near the site with no access through Lionel Road North. The CLP should include:

- a) Booking systems
- b) Consolidated or re-timed trips
- c) Secure off-street loading and drop-off facilities
- d) using operators committed to best practice, demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS) or similar.

Reason: 1) In order to ensure that deliveries to the site during construction are managed effectively so as to minimise impact upon the road network and to safeguard the amenities of residential properties in the locality and in the interest of road safety. 2) To ensure that the proposed development does not prejudice the amenities of the locality in accordance with policies CC1 (Context and character), CC2 (New Development) and EQ5 (Noise pollution) of the adopted Local Plan.

Agenda Item 5 – Thames Water Utilities, Mogden Sewage Works, Mogden Lane

Page 34 – Paragraph 3.6

Add at end: “This planning permission to increase the Works’ capacity was accompanied by an extensive S106 agreement with a package of local environmental protection measures including aimed principally on the long term at control of odour from the Works (a long-standing concern) and to tackle the comparatively high level of mosquitoes in the area by managing their breeding areas. This Mosquito Management Plan, intended to restrict local mosquito breeding, related to areas under public control – by cleaning street gulleys. It did not cover unadopted streets.”

Page 35 – Paragraph 4.8

Final sentence should read: “The findings are set out in Appendix 1 and are summarised in Section 7 of this report.”

Page 46 – Paragraph 7.43

Insert at the end of this paragraph: .

“The external works are recognition of the longer distances over which the flue would be visible. The combination of additional landscaping and planting works within and outside the site and other environmental improvements is considered to be necessary and relevant in order to mitigate adequately the external environmental effects of the large flue.”

After Paragraph 7.43 insert the following:

“As referred to in paragraph 3.6, another long-term problem generated by, but external to the site, is a higher mosquito population than experienced elsewhere in the Borough. This has largely been mitigated by the Mosquito Management Plan that includes provision for gully cleansing in the public highways. Beaumont Place, which is adjacent to the Works, but is not a public highway. There are other areas nearby that with a similar status, but these are not in the main residential. As such, they were not covered by the provisions of the Mosquito Management Plan and this application represents an opportunity to correct that omission under the proposed S106 agreement.”

Page 46 – Paragraph 8.3

The paragraph refers to this addendum.

Draft Heads of Terms for the S106 agreement (subject to members’ confirmation) have been agreed between the applicants and officers as follows:

A financial contribution to the Council of £50,000 (see paragraph 8.3) for local environmental and highway improvements to be applied to:

- The public footpath that crosses the Mogden Sewage Treatment Works from south to north and to the boundaries of the site to improve public safety and appearance;
- Additional planting beyond the boundaries of the site;
- Other areas beyond the site boundaries in the locality that would improve amenities in places most affected by the installation of the stack, including carrying out gully cleaning at Beaumont Place and elsewhere nearby on an on-going basis as the need arises, in order to restrict local mosquito breeding.

Agenda Item 6 – Central House, 3 Lampton Road, Hounslow

The following revisions (highlighted in **bold**) should be made to the schedule of conditions included in the committee report:

Condition 6 – Landscaping:

*A scheme detailing site-wide hard and soft landscaping for the relevant area of the site as set out in the approved drawings shall be submitted to and approved in writing by the Local Planning Authority prior to first **occupation** of the development. The detailed landscaping scheme shall include the following details:*

- *soft planting: including any grass and turf areas, trees, planters, shrub and herbaceous areas including details of species, sizes and numbers/densities;*
- *hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps, 'visual thread' and if applicable synthetic surfaces for both ground level and roof terrace level;*
- *details of any play equipment;*
- *brown (biodiversity) roofs/green walls (where relevant);*
- *any external lighting; and*
- *any other landscaping feature(s) forming part of the scheme.*

All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following completion of construction works. The submission shall include a management programme for the lifetime of the development.

Any trees or shrubs planted which die within five years of completion of the development shall be replaced with the same species, and of comparable maturity, or an approved alternative. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Condition 8 – Cycle storage details:

*Notwithstanding the details shown on the approved plans, prior to first **occupation** of the development, details of the first floor cycle storage arrangements to accommodate a minimum of 71 cycles shall be submitted to and approved in writing by the local planning authority where no individual cycle store shall exceed 50 spaces and shall consist of horizontal storage arrangement to ensure accessibility for all residents. The cycle stores shall be made available to residents upon first occupation of the hereby approved development and maintained as such thereafter.*

Condition 11 – wheelchair accommodation:

*10% of the residential units hereby approved shall be designed and constructed to be wheelchair accessible **or easily adaptable**.*