

Minutes



Major Applications Planning Committee

29 March 2023

Meeting held at Committee Room 5 - Civic Centre

	<p>Committee Members Present: Councillors Steve Tuckwell (Chairman) Shehryar Ahmad-Wallana Adam Bennett Darran Davies Jas Dhot Elizabeth Garelick Tony Gill</p> <p>Ward Councillors Present: Councillors Roy Chamdal</p> <p>LBH Officers Present: Mandip Malhotra (Strategic and Major Applications Manager) Alan Tilly (Transport Planning and Development Manager) Glen Egan (Office Managing Partner - Legal Services) Ian Thynne (Planning Specialist Team Manager) Andrew Thornley (Principal Planning Officer) Christopher Brady (Principal Planning Officer) Steve Clarke (Democratic Services Officer)</p>
198.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Henry Higgins with Councillor Shehryar Ahmad-Wallana substituting.</p>
199.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
200.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 22 February 2023 be agreed as an accurate record.</p>
201.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>

202.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were in Part I and would be considered in public.</p>
203.	<p>LAND AT HARVIL ROAD - 77816/APP/2023/293 (<i>Agenda Item 6</i>)</p> <p>Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, for Schedule 1 Work No. 1/63, 169-71, and 1/73, for a temporary conveyor (1.805km in length) covering an area approx. 19.5 hectares, commencing at the approved HS2 West Ruislip Portal Construction compound and terminating at the South Treatment Area, 337m south-east of the bridge carrying Harvil Road over the Chiltern Main Line, including bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway.</p> <p>Officers introduced the item and gave a detailed presentation of the application giving an overview of the extensive negotiations that had taken place between officers and HS2. Members attentions was drawn to the addendum which highlighted a slight correction to the recommendation.</p> <p>The Committee sought clarifications on the impact that the development would have on wildlife along the bank. Officers noted that the ecological impact of the application in the area was limited as it was already contained within the pre existing Chiltern Railways train line development and would not significantly increase the impact on wildlife.</p> <p>Members queried what noise monitoring measures were in place and what HS2's responsibilities were if the noise levels were deemed too high. Officers confirmed that there were ten monitoring points recording noise levels and although HS2 would respond more to individual complaints regarding noise rather than incidents of noise going above any agreed levels, there were fortnightly meetings with HS2 where further measures could be implemented to mitigate noise.</p> <p>The application was proposed, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved.</p>
204.	<p>LAND AT HARVIL ROAD - 76459/APP/2022/3167 (<i>Agenda Item 7</i>)</p> <p>HS2 request for approval of Plans and Specifications under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, relating to the Harvil Road Realignment Works, covering a site area of 46,528.5m², including the Harvil Road Stream Underbridge (comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments, access roads to the realigned Harvil Road, and the location of vehicle restraint systems and fencing; building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond; earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road; pedestrian access track; an attenuation pond and the</p>

location of fencing.

Officers introduced the item delivering a detailed presentation of the proposed development. The Committee noted that the pond was a vital piece of flood risk mitigation in the area and that this was a good example of where the Council had worked with HS2 Ltd to bring betterment to the Borough.

The application was proposed, seconded, and when put to a vote, unanimously approved.

RESOLVED: That the application be approved.

205. **MEADOW HIGH SCHOOL - 3348/APP/2023/138** (*Agenda Item 8*)

Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

The Committee received an in-depth overview of the application from officers noting that the construction phase was proposed to take place for 54 weeks from July 2023 to July 2024 and that the school was to remain operational for that time; it was also highlighted that Royal Lane was not proposed to be used for construction traffic, instead construction traffic would utilise Peel Way. It was confirmed that not all parking spaces along Peel Way were proposed to be suspended and that no parking spaces would be suspended in the evening, night or early morning hours; it was also clarified that there would be no parking suspension during weekends, public holidays or school holidays when construction traffic could use Royal Lane without disrupting the operation of the school. It had been acknowledged by the applicant that local residents had concerns over construction access via Peel Way and they had responded by reducing the number of hours required for a parking suspension scheme. Officers considered the proposals to be acceptable given the need for SEND places in the Borough and subject to a condition that a full and detailed construction management plan be submitted. The application was recommended for approval.

A petition had been received objecting to the application and a written statement from the lead petitioner was read out. Key points of the statement included:

- Residents of Peel Way and Benson Close by-and-large were not opposed to the Meadow School scheme itself and were sympathetic to its aims in helping children at the school.
- The main concern of petitioners was the proposal to route large construction vehicles down what was normally a quiet residential cul-de-sac.
- Another primary concern was the loss of parking on Peel Way for large parts of the construction period – a proposal that was deemed overly restrictive by residents despite the minor changes in the scheme now proposed.
- Recent proposals to use the Royal Lane entrance for construction traffic instead of Peel Way outside of term-time were welcomed and would provide respite for residents of Peel Way. However, residents felt unclear as to why there was a need to use Peel Way for construction traffic at all as previous construction projects at the school had been known to use Royal Lane.
- Petitioners deemed that the proposals to start the Peel Way parking suspension from 08:00, in contrast to the current residents scheme which began at 09:00, would be confusing for residents, and encouraged the Committee to explore the

possibility of limiting the suspension to between 09:00 and 17:00 in line with the current residents parking management scheme.

- Petitioners questioned the need for a year-long parking suspension when there would be relatively few of the largest articulated vehicles that need such restrictions, and most of those vehicles would only be needed at the start of the scheme.
- There were concerns that the volume of HGV traffic could cause road damage and petitioners sought assurances that the road would be repaired following completion of the works.

Councillor Roy Chamdal, Ward Councillor for Colham & Cowley, was in attendance and addressed the Committee. Key points raised included:

- Ward Councillors were not objecting to the application in principle, more the method of construction access; he went on to congratulate the residents for organising a petition.
- There were concerns over losing parking spaces on one side of Peel Way during large parts of the construction period and questioned whether it was absolutely necessary and unavoidable to use Peel Way for construction traffic.
- It was noted that many properties along Peel Way had dropped kerbs which would further limit the availability of spaces should one side of the road be restricted.

Councillor Ekta Gohil had submitted a written statement to be read to the Committee. Key parts of the statement included:

- The need for the application was completely understood and the High School was an asset to the community.
- It was requested that the Committee reevaluate the need to use Peel Way for construction vehicles. Peel Way was not a main road but rather a quiet residential street, enjoyed by many families. The use of Peel Way would drastically decrease the quality of life for residents, who would suffer from reduced parking on weekdays.
- Residents would also be burdened with the increased noise pollution and disturbances that come with large vehicles driving down the road.
- The Ward Councillor encouraged the Committee to explore the possibility of using Royal Lane for construction traffic.

The agent for the application was also present and noted that concessions had already been made in terms of the hours of parking suspension along Peel Way but suggested that 08:30 to 17:00 could be acceptable as this would fit in with the school run for residents along Peel Way whilst allowing an important half hour from 08:30 to 09:00 for the delivery of construction materials. The Committee extensively discussed whether the parking suspension could start at 09:00 to be in line with the current parking management scheme along Peel Way; it was understood that the 30-minute period before 09:00 was vital for the delivery of materials to the site. The Committee also discussed the proposed end of day parking suspension hours and whether the suspension needed to finish at 17:00. It was confirmed that the 17:00 time had already been conceded down from 18:00 and any further reduction would have a significant impact on the construction programme.

The Committee noted the importance of such a publicly benefiting project and a significance was placed on not jeopardising the coming online date. Members queried

the need to use Peel Way for construction traffic over Royal Lane; it was clarified that the location of the development site was adjacent to Benson Close and there would be difficulty in construction traffic gaining access to the site via the main school entrance on Royal Lane whilst the school was open. It was highlighted that there was a requirement for the school to remain operational during the construction period and the new development was required for the start of the 2024/25 academic year in September 2024.

The Committee questioned whether the farmland behind the school had been explored as a temporary means of access during construction. It was confirmed that this had been extensively explored but would have come at additional delays and cost to the project in facilitating access for HGVs. The agent confirmed that all options for access to the site had been thoroughly explored but the Department for Education's requirement for the development to be complete and ready by the autumn 2024 school term deemed that there was no room for delays whilst alternative access was constructed or facilitated. It was also explained that, in terms of construction access from Royal Lane, the multi-use games area at the school locked off the construction site, which was adjacent to Benson Close, from the Royal Lane entrance for larger vehicles.

Members queried what enforcement would be put in place at the top of Peel Way to stop construction vehicles from arriving earlier than expected on site. It was noted that the construction logistics plan would cover this and that there would be marshals onsite to ensure there was no lingering of the construction traffic. The Committee were assured that this would be a heavily managed project and that the Highways Authority had confirmed that Peel Way was the most appropriate form of construction access.

The Committee were minded to implement a mechanism to regularly review the need for the parking suspensions whilst offering the levels of confidence that the construction contractor would need.

A Member of the Committee moved to defer determination of the application for a site visit, however the proposal was not seconded and debate continued.

Members were assured that construction traffic would not be using the bottom of Peel Way or Benson Close as a turning circle and it was confirmed that there would be enough space on the Meadow School site for the construction vehicles to turn around and leave in a forward gear. Members sought to ensure this was adhered to by way of condition. The Committee also sought to add to the construction logistics plan that all construction vehicles would be Euro VI compliant and that there would be no idling within the site and on roads approaching the site. It was also agreed that condition 12 should include the addition of pollution absorbing trees to maximise carbon absorption.

Members attention was drawn to the additional conditions proposed within the addendum, which were agreed by the Committee. The Chairman also sought to sign off on the construction logistics plan. The officers recommendation, inclusive of the amendments discussed were moved, seconded, and when put to a vote, unanimously approved.

RESOLVED:

- 1) That the application be approved.**
- 2) That condition 5 be amended to state a 08.30am start time;**

- 3) That a condition be added to undertake a review of the parking suspension every 6 weeks;
- 4) That condition 8 be amended to exclude construction traffic routing into Benson Close and to include signage to stop vehicles entering Benson Close;
- 5) That condition 8 be amended to add the local road names for wheel washing;
- 6) That condition 8 be amended to add no idling by construction vehicles;
- 7) That condition 8 be amended to add the requirement for Euro VI compliant vehicles; and,
- 8) That condition 12 be expanded to include pollution absorbing trees.

206. **MEADOW HIGH SCHOOL - 3348/APP/2023/419** (*Agenda Item 9*)

Temporary redevelopment of site including removal of existing external spaces to provide a temporary two-storey academic building (Use Class F1).

Officers introduced the application as a sister application to the previous item and gave an overview of the application and plans. The application was deemed to be acceptable in principle and officers recommended it for approval.

The Committee noted that there was no petition in received in relation to this application. Members received assurances that all traffic for the proposals would be taken via Royal Lane and would not impact on the residents of Peel Way. Regarding timescales of the project, it was confirmed that the unit was required for the start of the autumn 2023 school term.

The officers recommendation was moved, seconded, and when put to a vote, unanimously approved.

RESOLVED: That the application be approved.

207. **DENVILLE HALL - 924/APP/2022/3603** (*Agenda Item 10*)

Ahead of the commencement of this item, at 09:03PM, the Committee adjourned for a five minute comfort break. The Committee reconvened at 09:10PM.

Demolition of no. 48 and no. 60 Ducks Hill Road, garage and wooden storage unit and the erection of three new buildings comprising of 12 assisted-living units (Class C2), proposed ancillary communal space, including cafe and restaurant, external connecting link building, landscaping and external works.

Officers introduced the application and gave an overview of the proposed development noting that the scheme would provide much needed additional care home provision in the Borough. The application was recommended for approval.

By way of verbal update, officers proposed additional text to ensure the low lighting was to feature automatic switch off. The officers recommendation, inclusive of the

	<p>verbal update given, was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1) That the application be approved; and, 2) That additional text be included to ensure the low lighting was to feature automatic switch off.
208.	<p>MAPLE AND POPLAR DAY CENTRE - 43762/APP/2022/3588 (<i>Agenda Item 11</i>)</p> <p>Item 13 was heard ahead of this item.</p> <p>Minor material amendment to revise Conditions 2 (Approved Plans), 3 (Compliance with Supporting Documentation), 6 (Landscaping Scheme) and 20 (Revised balcony siting / obscure glazing) of planning permission ref. 43762/APP/2018/396, dated 12-04-2018 for 'Demolition of vacant Maple and Poplar Day Centre and construction of 34 residential units' (as amended by 43762/APP/2022/1639 dated 21st June 2022 and 43762/APP/2023/573 dated 02-03-2023) in order to allow the re-siting, internal and external changes, including a new floor to the northern block and the reconfiguration of the car parking and landscaping layout on the wider site.</p> <p>Officers introduced the application and gave an overview of the proposals highlighting that the application was recommended for approval. The officers recommendation was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved.</p>
209.	<p>FORMER VICTORIA PH, NORTH HYDE ROAD - 21432/APP/2021/4649 (<i>Agenda Item 12</i>)</p> <p>Demolition of existing buildings and erection of 2 blocks of flats comprising 38 units (7 x studio, 6 x 1-bed, 14 x 2-bed and 11 x 3-bed) with 2 disabled parking spaces and vehicular access off North Hyde Road and rear garage court areas accessed from Sandow Crescent.</p> <p>Officers introduced the item and gave a detailed presentation of the proposed development highlighting that the application was recommended for approval.</p> <p>The Committee sought to ensure that condition seven was amended to included reference to the use of sensors and automatic switch-off lighting. The officers recommendation, inclusive of the amendment discussed, was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1) That the application be approved; and, 2) That condition seven be amended to include reference to automatic switch-off lighting.

210. **MURRAY ENGINEERING, SILVERDALE ROAD - 12795/APP/2021/1584** (*Agenda Item 13*)

This item was heard ahead of item 11.

Demolition of a two-storey building and associated structures (Use Class E(g)(iii)) and the erection of a replacement six-storey (plus basement) mixed-used building with industrial floorspace (Use Classes B2, B8, E(g)(ii), and (iii)) at basement and ground floor level with residential uses (Use Class C3) above, together with associated car parking, cycle parking, refuse areas and mechanical plant.

Officers introduced the application and gave a detailed overview of the proposals noting that, although there was a slight reduction in industrial floorspace, the quality of the space was higher and was deemed acceptable. The application was recommended for approval.

The Committee discussed the possibility of removing Use Class B2 from the site however officers noted that, due to the constraints upon the space with limited access and a relatively low floor to ceiling height, it was unlikely that heavy and loud machinery would be installed in the industrial space. It was also noted that condition 16 had restricted the uses of the space which included a restriction of the use of the space as a retail unit.

Members discussed the types of vehicles that would be accessing the site for deliveries and servicing. It was confirmed that the transport officer would consider limiting the maximum size of vehicle that could service the site. The Committee also sought to add a condition that a basement impact assessment was carried out to secure appropriate details.

The Committee discussed the operational hours of the industrial space considering the adjacent residential units. It was decided that 24-hour operation of the unit would be permitted but the delivery and servicing of goods would be restricted to only take place during sociable hours.

The officers recommendation, inclusive of the amendments discussed, was moved, seconded, and when put to a vote, unanimously approved.

RESOLVED:

- 1) That the application be approved;**
- 2) That officers would explore limiting the maximum size of vehicle that could service the site;**
- 3) That a condition be added to secure a basement impact assessment; and,**
- 4) That the delivery and servicing of goods was to be restricted to only take place during sociable hours.**

The meeting, which commenced at 7.00 pm, closed at 10.07 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895 250636 or email (recommended): democratic@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.