

Minutes

MAJOR Applications Planning Committee

25 April 2023

Meeting held at Committee Room 5 - Civic Centre

	<p>Committee Members Present: Councillors Steve Tuckwell (Chairman), Henry Higgins (Vice-Chairman), Adam Bennett, Darran Davies, Elizabeth Garelick and Raju Sansarpuri</p> <p>LBH Officers Present: Chris Brady (Principal Planning Officer), Glen Egan (Head of Legal Services), Mandip Malhotra (Strategic and Major Applications Manager), Liz Penny (Democratic Services Officer) Dr Alan Tilly (Transport Planning and Development Manager)</p>
211.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Jas Dhot and from Councillor Tony Gill with Councillor Raju Sansarpuri substituting for the latter.</p>
212.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
213.	<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 29 March 2023 be agreed as an accurate record.</p>
214.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
215.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC 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 marked in Part I and would be considered in public.</p>
216.	<p>3 VIVEASH CLOSE, HAYES - 36678/APP/2021/3370 (<i>Agenda Item 6</i>)</p> <p>Redevelopment of the site to erect a part 10 storey and part 11 storey residential led development comprising 127 flats and residents lounge with associated</p>

access (including Public Access Improvements) and landscaping works following demolition of existing light industrial building (Amended plans submitted 17/03/2023).

Officers presented the application noting a typographical error on page 15 of the agenda pack which cited 127 flats rather than 128. Members heard that the application had been previously approved at the Major Applications Planning Committee on 27 July 2022 subject to minor changes to conditions, completion of the S106 legal agreement and Stage 2 referral to the GLA. The GLA had since confirmed that it could not validate any Stage 2 referrals for developments that did not conform to the pending changes to the Fire Safety Regulations due to be adopted in summer 2023. In response to this, the applicant had submitted revised plans to address GLA concerns; these plans included a connecting corridor between each core to ensure there were two means of escape to meet fire regulations. There was no change to the agreed mass and bulk of the development and the application was recommended for approval.

Members raised no objections to the proposal. The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved.

RESOLVED: That the application be approved.

217. **HYATT PLACE, 27 UXBRIDGE ROAD, HAYES** (*Agenda Item 7*)

Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)ii) and E(g)iii) at ground and first floor level.

Officers introduced the application and highlighted the information in the addendum. The application was recommended for approval.

Members raised concerns regarding the parking provision at the hotel noting that only 32 car parking spaces for the hotel and 7 for commercial use were proposed hence it was likely that guests would seek to park on surrounding streets. It was felt that this would serve to exacerbate parking stress around such a busy junction.

The Committee heard that parking in the streets would be inconvenient for guests and was therefore unlikely to be an issue. The hotel would be predominantly 'car free' as two minibuses would be available to pick guests up from nearby stations and from Heathrow. A robust Travel Plan was proposed, and sustainable travel would be encouraged.

Members raised further concerns regarding odours linked to the proposed kitchenettes and microwaves in one section of the hotel. It was felt that the microwaves were a fire risk, and the inclusion of kitchenettes could facilitate alternative use as an HMO in the future. A maximum 30-day stay limit or a Condition limiting stays to no more than 90 days were proposed by Members.

In response to this, the Committee was informed that the kitchenettes would not be used for primary cooking and there was nothing to suggest intended HMO use at present. With regards to odours, Members were advised that a mechanically ventilated system would be incorporated to address this. A 30-day stay limit could not be defended at appeal as it conflicted with the agreed London wide limit of 90 days. It was confirmed that the Hotel Management Strategy would permit guests to stay for more

than 90 days. However, under the terms of the Strategy, duration of stay would be monitored enabling officers to assess whether the hotel had moved into another use class. If necessary, enforcement action could then be taken. Members requested that the Hotel Management Strategy be updated to add a requirement for six monthly reviews to assess number / duration of stays.

The Legal Advisor reminded Members that the Planning Committee did not have jurisdiction over how a business was run – this was a matter for the management. The Council could attempt to address Members' concerns by means of the Hotel Management Strategy and by strengthening conditions such as those related to fire safety. A 30-day stay would not be enforceable, and the suggested 90-day maximum stay would be difficult to monitor given resourcing restraints.

Members enquired whether it would be possible to ask the applicant to part-fund a staff member to monitor the duration of stays at the hotel. The Legal Advisor indicated that it would be difficult to estimate the cost of this.

Given the proliferation of TfL buses in the vicinity. Members queried the need for a dedicated minibus service which would further exacerbate traffic issues in the area. It was confirmed that minibuses could be pre-booked to pick guests up from the station which would give people the confidence to use the hotel. It was anticipated that the minibuses would also negate the need for guests to park on neighbouring streets. Two minibuses were proposed to pick up from Hayes and Harlington and Southall stations. It was confirmed that minibuses were proposed as opposed to coaches which were larger and would not be permitted on site. It was suggested that Condition 15 be amended to include a definition of the minibus size. The necessity for the proposed shuttle minibus service would be further explored in the Travel Plan.

In response to further questions from the Committee, it was confirmed that emergency vehicles would be able to access the site via Springfield Road. It was noted that the Fire Brigade had not objected to the planned development. Members requested the addition of a Condition to ensure that the only vehicular access into and out of the site would be via the Springfield Road access point shown on the plans.

In respect of construction management, Members requested that the relevant Condition be amended to ensure there would be no deliveries during the hours of 7-9 a.m. and 3-5 p.m. Mondays to Saturdays. Members also requested the addition of further detail in the Travel Plan in respect of journey costs, their sustainability and the use of electric vehicles.

With regards to urban greening, the Committee felt that the proposed urban greening score of 0.39 was not sufficient and could be improved on.

At the request of the Committee, it was agreed that the Legal Advisor would further explore the legality of conditioning a maximum stay of 90 days.

Members remained dissatisfied regarding the application and highlighted the need to protect residents by providing safeguards to ensure the site remained a hotel in the future. It was recommended that the application be deferred for consideration at a future meeting of the Major Applications Planning Committee. This would allow for the following:

1. Updates to the Hotel Management Strategy:

	<ul style="list-style-type: none"> - add details re. odours / ventilation; - Hotel Management Strategy to be reviewed every 6 months; - bond to be secured to monitor Hotel Management Strategy for 18-month duration; <p>Condition 11 - include fire safety details for microwaves specifically;</p> <p>Travel Plan Head of Term - bolster the details around minibuses and TfL buses, ensure the most sustainable options explored to prevent unnecessary trips on the road network; explore the communications for occupants to aid the use of public transport;</p> <p>Condition 15:</p> <ul style="list-style-type: none"> - propose electric minibuses only; - include a definition of a minibus; - clarify the cost of each journey/sustainable cost; <p>CEMP Condition - exclude delivery between 3-5 p.m. - Monday - Saturday 7-9 a.m.</p> <p>NEW condition – the only vehicular access into and out of the site to be from the Springfield Road access point shown on the plans;</p> <p>2. Officers to get more information on:</p> <ul style="list-style-type: none"> - length of stay of occupants; - minibus shuttle strategy- seek a draft/skeleton copy; - clarify the green / sustainability credentials of the scheme; - cost of the monitoring of the Hotel Management Strategy- monetary sum; <p>The recommendation to defer was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be deferred for consideration at a future meeting of the Major Applications Planning Committee.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 8.40 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250636 or epenny@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.

