

## Minutes



**MAJOR Applications Planning Committee**

**26 July 2023**

**Meeting held at Committee Room 5 - Civic Centre**

	<p><b>Committee Members Present:</b> Councillors Adam Bennett (Vice-Chairman, in the Chair) Roy Chamdal Philip Corthorne Darran Davies Elizabeth Garelick Tony Gill</p> <p><b>LBH Officers Present:</b> Sehar Arshad (Legal Advisor) Chris Brady (Principal Planning Officer) Michael Briginshaw (Principal Planning Officer) Ed Laughton (Strategic Planning &amp; PPA Lead Officer) Mandip Malhotra (Strategic and Major Applications Manager) Liz Penny (Democratic Services Officer) Dr Alan Tilly (Transport Planning and Development Manager)</p>
20.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Jas Dhot and from Councillor Steve Tuckwell with Councillor Darran Davies substituting for the latter.</p>
21.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
22.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meeting dated 22 June 2023 be agreed as an accurate record.</p>
23.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
24.	<p><b>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</b> (<i>Agenda Item 5</i>)</p>

It was confirmed that all items were in Part I and would be considered in public.

25.

**NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD - 2082/APP/2023/516** (*Agenda Item 6*)

**Variation of Conditions 12 (All-Weather Pitch Hours of Use) and 13 (All-Weather Pitch Restriction of Use) of planning permission ref. 2082/APP/2007/1411 dated 11-09-2007 (Removal of existing building and construction of new early years centre and relocation of all-weather sports surface playing fields (approved under planning application ref. 2082/APP/2003/1103) including details of design and layout) to change the permitted operating hours and use of the all-weather pitch.**

Officers introduced the application. Members heard that planning permission was sought to amend conditions in relation to hours of use and who was permitted to use the sports pitch. The proposal was to extend the hours of use to 09:00-21:00 Monday to Friday, 09:00-18:00 on Saturdays and 10:00-16:00 on Sundays. Use by the wider community on a managed basis was also proposed. It was considered that the noise nuisance risk was low, and a Noise Mitigation and Management Plan would be submitted prior to use of the all-weather playing surfaces during evening hours (18:00-21:00). It was considered that a reason for refusal based on noise would not be robust or defensible at appeal. No flood lighting was proposed in the current application. The Highways Authority had been consulted and it was considered that the proposal was unlikely to have a significant impact on the highway. In respect of air quality, the application site was in the catchment area of a LBH Focus Area hence a S106 agreement of £12,222 was payable to Hillingdon to deliver air quality measures.

A petition had been received in objection to the proposal. The lead petitioner was in attendance and addressed the Committee. Key points highlighted included:

- There were 52 flats in the Glen where people of all age groups resided. The Glen lay close to the application site and the noise emanating from the application site was already difficult to bear;
- The area lay within the Northwood Town Centre Green Lane Conservation Area and maintenance of the stream was key;
- If the application were to be approved, residents of The Glen would be subjected to additional noise, light and air pollution;
- Wildlife in the area had halved in recent years – bees, frogs, hedgehogs and birds were rarely seen;
- The Police Station change of use application had been refused due to traffic, air pollution and noise concerns;
- Petitioners did not agree that the impact of traffic overspill onto The Glen would be negligible;
- The air quality mitigation of £12,222 would serve no purpose as it would not resolve pollution concerns – more mature trees should be planted to absorb carbon dioxide and produce oxygen;
- At the very least, the sports pitch should not be used on Sundays.

In response to questions from Members, the lead petitioner stated that parking issues could occur at any time of day. The roads in the Glen were of a standard width. To date no direct representations to Councillors or the school had been made in respect of the noise nuisance. The lead petitioner confirmed that residents of the Glen had a good relationship with Northwood College. The stream was shared between residents and

the College. It was confirmed that a supervision order in respect of the use of the sports pitches was not part of the current working arrangements.

The applicant (Director of Finance and Operations at the College) was in attendance and addressed the Committee. Key points highlighted included:

- 900 children attended the College which had been established for 130 years and was part of the Girls' Day School Trust;
- The College offered education and a pastoral environment for girls from nursery to year 13;
- Northwood College offered a number of extra curricular activities to include netball and swimming; it also hosted other activities such as Rainbows and chess.
- The College had applied to extend the hours of operation of its all-weather sports pitch in response to increased demand from local clubs. The aim was to provide more flexibility, an increase in capacity and build better connections with the local community;
- Renting the pitch to local Clubs and Associations would provide an important funding stream which would enable the College to offer bursaries and support students financially in difficult times;
- Those using the facilities would be expected to be respectful in terms of parking and noise;
- It was anticipated that congestion at normal pick up and drop off times would improve as some students would be staying to attend after-school clubs;
- Sports England supported the proposal, and it was confirmed that flood lighting did not form part of the current application;
- Access to the site was from Maxwell Road and should not impact on The Glen.

In response to questions from Members, the applicant confirmed that the proposal aimed to create a revenue stream for the College. The applicant did not believe that any outdoor activities currently took place on site after 6pm. It was confirmed that the College was represented on Northwood Residents' Association. Flood lights were not currently being applied for and the application related to one area only.

The applicant advised the Committee that parents could only access the College from Maxwell Road. A gate for staff was also available but it was not a public entrance to the school. It was confirmed that the College was for day use only and did not offer boarding.

With regard to supervision arrangements, Members were informed that all activities would be supervised by a Sports Coach or Club Member. It was suggested that this be assured by way of condition. Members also requested that no championships or tournaments be held at the application site.

Members sought further information regarding parking and traffic in the area. The applicant affirmed that the main challenge was in Maxwell Road during drop off and pick up times. After 5pm Maxwell Road returned to a normal quiet street.

Members raised further concerns regarding traffic and parking arrangements and sought clarification from officers. The Transport Planning and Development Manager confirmed that a transport assessment had been submitted. It was estimated that, in a worst-case scenario, up to one car would be displaced on to the street. It was felt that the proposal would not have a significant impact on highway safety or on the road

network. 43 car parking spaces had been allocated and this was deemed to be sufficient as it was estimated that approximately 66% of visitors would travel by car - others would car share or walk, cycle etc. Parking on the Glen was unlikely to be convenient for users of the sports pitch. A Travel Plan would be secured by S106.

In respect of noise, Members queried why the Noise Officer had considered the impact of the proposal to be negligible and raised concerns regarding decibel levels at the school and at the Glen. It was confirmed that a noise assessment had been completed by an external consultant and assessed internally. Noise concerns were not considered to be a viable reason for refusal and would not be defensible at appeal. A Noise Mitigation Management Plan was to be secured by condition; this would be a mechanism by which residents could complain if necessary. It was agreed that Condition 15 would be expanded to include a noise complaint procedure.

Members noted the importance of regular engagement with the local community and enquired whether this could be assured by way of condition. It was confirmed that this was not something that could be conditioned; however, it was suggested that temporary consent could resolve the issue. A temporary consent for a 24-month period was favoured by Members of the Committee.

Councillors felt an application for floodlighting was likely to be forthcoming in the near future and requested that an informative be drafted to ensure any future floodlighting applications at the site be brought back to Committee for consideration.

Members sought reassurance in respect of Equalities and Human Rights as referenced on page 36 of the agenda pack. The Legal Advisor confirmed that people with protected characteristics had been taken into consideration as part of the application.

The officer's recommendation, subject to the agreed amendments to conditions / additional conditions discussed by the Committee, was moved, seconded and, when put to a vote, approved, with five Councillors voting in favour and one against.

**RESOLVED:**

- 1. That delegated authority be granted to the Strategic Planning and PPA Lead Officer, in consultation with the Chairman, to draft an informative to ensure any future floodlighting applications at the site be brought back to Committee for consideration;**
- 2. That delegated authority be granted to the Strategic Planning and PPA Lead Officer, in consultation with the Chairman, to amend Condition 14 to ensure temporary consent is granted for a 24-month temporary period;**
- 3. That delegated authority be granted to the Strategic Planning and PPA Lead Officer, in consultation with the Chairman, to expand Condition 15 to include a noise complaint procedure;**
- 4. That delegated authority be granted to the Strategic Planning and PPA Lead Officer, in consultation with the Chairman, to amend Condition 9 to ensure activities are supervised by a Coach or Club Member and that no championships or tournaments are held at the application site; and**
- 5. That the application be approved.**

26.	<p><b>BEACHES YARD, HORTON ROAD, YIEWSLEY - 75221/APP/2022/2968</b> (<i>Agenda Item 7</i>)</p> <p><b>Redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.</b></p> <p>Officers introduced the application and highlighted the information in the addendum. Members heard that the proposed redevelopment was considered acceptable from a design perspective and was deemed not to be out of keeping with the Green Belt. There would be space for two HGV vehicles to pass each other at points on Horton Road and access and egress would be controlled at the site. The application was recommended for approval.</p> <p>Members sought further clarification regarding the view from the Green Belt. It was confirmed that a visual impact assessment had been carried out and reviewed by officers. It was considered that the development would have no significant impact on the views from the Green Belt – dense tree planting at Stockley Park Golf Course offered good screening and the application site would sit below the treeline.</p> <p>In response to further queries from the Committee, Members heard that some diseased trees would be removed at the site, but replacement trees were proposed. The Tree Officer had raised no concerns in this regard.</p> <p>Members were informed that the enhanced Horton Road would be widened to 8.5m with 2m of footpath either side hence there would be adequate space for both vehicular access and foot traffic.</p> <p>Members raised no further concerns. The officer’s recommendation was moved, seconded and, when put to a vote, unanimously approved.</p> <p><b>RESOLVED: That the application be approved subject to the information in the addendum and the conditions set out in the officer’s report.</b></p>
27.	<p><b>UXBRIDGE FOOTBALL CLUB, HORTON ROAD, YIEWSLEY - 49914/APP/2023/1017</b> (<i>Agenda Item 8</i>)</p> <p><b>Conversion of the stadia pitch to a 3G Artificial Grass Pitch (AGP) with a 1.1 metre high fence and replacement 158 seater stand to the eastern elevation of the stadia pitch.</b></p> <p>Officers introduced the application and highlighted the information in the addendum. It was noted that the current eastern stand was in poor condition at present and not fit for purpose. The replacement stand would be 60cm higher than the current one. The development was considered appropriate in Green Belt land and Sport England had raised no concerns. There would be no harm to residents, no increased flood risk, no increase in spectator capacity and no increase in trip generation. It was considered that the proposal would be beneficial to the community and the application was recommended for approval.</p> <p>In response to questions from the Committee, it was confirmed that special circumstances did not apply in this case as the application would not result in any reduction in openness and was therefore considered to be appropriate development.</p>

Members requested further information regarding the chemical components of the artificial turf noting reported possible links with cancer. Officers confirmed that a detailed contaminated land assessment had been undertaken and no concerns raised by the Contamination Officer in respect of the turf itself. Sport England, who were experts in the field, had also raised no objections.

Councillors welcomed the proposals and raised no further concerns. The officer's recommendation was moved, seconded and, when put to a vote, agreed with five votes in favour and one abstention.

**RESOLVED: That the application be approved, subject to the information in the addendum and the conditions set out in the officer's report.**

28. **THE SQUIRRELS TRADING ESTATE, VIVEASH CLOSE, HAYES - 77214/APP/2022/3382** (*Agenda Item 9*)

**Redevelopment of the site to erect a part 11 storey, part 10 storey mixed use building comprising 121 residential dwellings (Class C3) and ground level commercial premises (Class E) along with public realm delivery of Green Super Highway with associated landscaping, access and parking following demolition of existing buildings.**

Officers introduced the application and highlighted the additional information in the addendum. Members were informed that the application site lay within a larger industrial zone. The proposed development would be surrounded by similar buildings in terms of their scale and bulk. The overall level of affordable housing offered was 22.75% by habitable room which was lower than the 50% affordable housing target set for former industrial sites. However, this was deemed to be the maximum viable offer. Moreover, the development would contribute to meeting the Council's affordable housing needs and was supported by the Housing Team.

The proposal would provide 4 accessible parking spaces and was considered to be a car-free development. There would be a shortfall in the provision of amenity space, but the applicant had agreed to pay a £115,685 contribution towards Cranford Park improvements to mitigate this. The application was of a high quality, and, on balance, it was considered that the benefits outweighed the shortfalls hence it was recommended for approval.

Members queried the 22.75% affordable housing provision and noted that only 2 x 3-bed houses were proposed. It was confirmed that a higher level of affordable housing could be achieved but this would be to the detriment of the green super highway and open space provision.

In response to their queries regarding parking restrictions in Viveash Close, it was confirmed that a parking management system would come into effect once the development at 3 Viveash Close had been completed. It was noted that Viveash Close provided access to Hayes and Harlington car park which would be maintained.

Members noted that the proposal was largely compliant with policy but queried its non-compliance in respect of affordable housing and amenity space. Officers observed that 3 Viveash Close was not policy compliant either and had delivered very little in the way of public space. The current application offered a vast amount of open space and some affordable housing – it was felt that there was a balance to be struck between private

amenity space and public open space. The financial contribution to Cranford Park was also noted.

Councillors sought further clarification regarding the concerns raised by TfL as set out on page 166 of the officer's report. Members were advised that a £77,403 contribution had been agreed to mitigate the impact on travel modes, bus journey times and general traffic. Moreover, in respect of highways improvements to Viveash Close, a contribution of some £132,000 was proposed which would be secured via the S106.

The Committee highlighted further concerns regarding the lack of parking provision, noting that there had recently been a spike in parking issues in the Cranford Drive area. In response to this, officers confirmed that, when more developments came on stream, there would be a thorough review of parking in the area. Members were informed that the occupier of the new development would be prohibited from applying for Parking Management Scheme Permits– this was already covered by Head of Term no.7.

At the request of Members, it was agreed that officers would attempt to secure more 3-bed properties by way of an early or late stage review.

Members welcomed the proposed financial contributions and the green super highway noting that 60% of the site would be public open space.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved.

**RESOLVED:**

- 1. That authority be delegated to officers to attempt to secure more 3-bed properties by way of an Early or Late Stage Review; and**
- 2. That the application be approved.**

The meeting, which commenced at 7.00 pm, closed at 9.30 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on Email: [epenny@hillingdon.gov.uk](mailto: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.**