

Report of the Head of Planning, Transportation and Regeneration

Address HARMONDSWORTH ROAD WEST DRAYTON

Development: Installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and development ancillary thereto and the removal of the existing 17.5m monopole, 3 antennas and redundant equipment cabinets

LBH Ref Nos: 70429/APP/2021/36

Drawing Nos: 100 Existing Site Plan Issue B
002 Site Location Plan Issue B
216 Max Configuration Site Plan Issue E
215 Max Configuration Site Plan Issue E
150 Existing Elevation A Issue E
265 Max Configuration Elevation Issue E
266 Max Configuration Elevation Issue E
Supplementary Information
Declaration of Conformity with ICNIRP Public Exposure Guidelines
Covering Letter dated 21st December 2020

Date Plans Received: 23/12/2020

Date(s) of Amendment(s):

Date Application Valid: 23/12/2020

1. SUMMARY

This application seeks planning permission for the proposed telecommunications removal and replacement. The proposed replacement is an upgrade to provide additional coverage and capacity requirements, incorporating 5G technology for EE Limited and Hutchison 3G UK Limited.

The proposed development is located on the Green Belt and does not fall within any of the exemptions under paragraph 145 or 146 of the NPPF (2019). As such, the proposal is considered inappropriate development. Furthermore, the application was not supported by a 'very special circumstances' therefore harm to the Green Belt by reason of inappropriateness is valid.

This application is therefore recommended for Refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of the siting in this open prominent position, the size, scale and design of the proposed monopole and the size, scale, siting and quantity of the equipment cabinets, would create an obtrusive form of development which would add visual clutter to the site to the detriment of the character, appearance and visual amenities of the street scene and the wider area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the National Planning Policy

Framework (February 2019).

2 NON2 Non Standard reason for refusal

The proposed development represents inappropriate development within the Green Belt in terms of the guidance contained in the National Planning Policy Framework which is harmful by definition to its open character and appearance. Furthermore, there are no very special circumstances provided or which are evident which either singularly or cumulatively justify the use, the excessive scale and bulk of the proposed equipment and the excessive site coverage, which would overcome the presumption against inappropriate development in the Green Belt. The development is therefore harmful to the Green Belt, contrary to the National Planning Policy Framework (2019), Policy DMEI 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy G2 of the London Plan (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 21	Telecommunications
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMEI 4	Development on the Green Belt or Metropolitan Open Land
LPP G2	(2021) London's Green Belt
LPP SI6	(2021) Digital connectivity infrastructure
NPPF- 10	NPPF-10 2018 - Supporting high quality communications
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

3 I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

We have however been unable to seek solutions to problems arising from the application as the principle of the proposal is clearly contrary to our statutory policies and negotiation

could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated at the north-east side of the junction of Harmondsworth Road and Holloway Lane. The proposed equipment is to be located on the existing grass verge with immediate landscaping and fence to the north-east. To the immediate west of the site, is a petrol station and to the east are commercial buildings including a garden centre, dog grooming and scaffolding business.

The surrounding of the site is mainly rural in nature with a farm and some commercial buildings nearby. The site is within 3km buffer of the Heathrow Aerodrome Safeguarding and is located within the Green Belt.

3.2 Proposed Scheme

The proposed scheme is to remove an existing 17.5 monopole, 3 x antennas, redundant equipment cabinets and install a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and development ancillary thereto.

The existing equipment is located south of M4 Hamsworth Road (approved under ref: 70429/APP/2015/3015), 163 meters north of the proposed application site.

The size of the 7 new associated cabinets proposed:

- Pogona Cabinet, 1300mm (W) x 375mm (D) x 1050mm (H)
- Bowler Cabinet, 1900mm (W) x 660mm (D) x 1760mm (H)
- APM5930 Cabinet, 600mm (W) x 600mm (D) x 1200mm (H)
- Diplexer Cabinet, 1600mm (W) x 700mm (D) x 1600mm (H) with monopole above
- Wiltshire Cabinet, 2000mm (W) x 750mm (D) x 1850mm (H)
- Huawei Cabinet, 600mm (W) x 600mm (D) x 1900mm (H)
- MK5 Link AC Cabinet, 1200mm (W) x 500mm (D) x 1700mm (H)

(Total footprint of development = 5.7sqm)

3.3 Relevant Planning History

70429/APP/2014/4032 South Of M4 Harmondsworth Road West Drayton

Installation of a replacement 14m high telecommunications mast, associated ground based equipment cabinets and ancillary development (Consultation Under Schedule 2, Part 24 of the Town and Country Planning (General Permitted Development) Order 1995) (as amended.)

Decision: 29-12-2014 Approved

70429/APP/2015/3015 South Of M4 Harmondsworth Road West Drayton

Removal of existing 14m high telecoms pole and installation of a new 17.5m high telecoms pole and one additional associated equipment cabinet (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

Decision: 22-09-2015 Approved

70429/APP/2018/2629 South Of M4 Harmondsworth Road West Drayton

Removal of existing 17.5m high telecommunications monopole and installation of a new 20m high slimline monopole with feeder cabinet at base and two 0.6m diameter dishes, installation of an equipment cabinet and ancillary development (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

Decision: 29-08-2018 Approved

70429/APP/2020/293 Harmondsworth Road West Drayton

Installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and the removal of the existing 17.5m monopole, 3 antennas, redundant equipment cabinets and development ancillary thereto

Decision: 04-06-2020 Approved

Comment on Relevant Planning History

Planning History for 'South of M4 Harmondsworth Road':

1. Planning application ref: 70429/APP/2015/3015 was granted approval dated 23-09-15 for the removal of existing 14m high telecoms pole and installation of a new 17.5m high telecoms pole and one additional associated equipment cabinet (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance)

2. Planning application ref: 70429/APP/2018/2629 was granted approval dated 06-09-18 for the removal of existing 17.5m high telecommunications monopole and installation of a new 20m high slimline monopole with feeder cabinet at base and two 0.6m diameter dishes, installation of an equipment cabinet and ancillary development (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance) - This site was not built.

3. Planning application ref: 70429/APP/2020/293 was granted approval dated 09-06-20 for the installation of a 20m monopole, 12 x antenna apertures, relocation of 1 x 600mm dish and 7 new equipment cabinets and the removal of the existing 17.5m monopole, 3 antennas, redundant equipment cabinets and development ancillary thereto - This application was a replacement site for ref: 70429/APP/2015/3015 however the applicant has stated that this location cannot be realised due to underground services present.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

Part 2 Policies:

DMAV 1 Safe Operation of Airports

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 21 Telecommunications

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMEI 4 Development on the Green Belt or Metropolitan Open Land

LPP G2 (2021) London's Green Belt

LPP SI6 (2021) Digital connectivity infrastructure

NPPF- 10 NPPF-10 2018 - Supporting high quality communications

NPPF- 13 NPPF-13 2018 - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Five nearby occupier/owners were consulted and all public consulted expired on the 1st February 2021. No comments were received.

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL:

Central & South Planning Committee - 7th April 2021
PART 1 - MEMBERS, PUBLIC & PRESS

We had no particular concerns about the original application (70429/APP/2020/293), provided all the new cabinets were painted the same dark green colour. This was because they were replacing similar infrastructure and would have relatively little effect on the street scene as the group would only be seen end-on by passing traffic rather than spread out, side by side. The present proposal sites the cabinets and pole near a mini roundabout where traffic is moving much more slowly and is often stationary, and those passing by would therefore have a good view of the large group of cabinets - which would be spread out across their field of view - for far longer. The effect on the street-scene is therefore considerable and the proposed new site is thus not acceptable, as the intrusion of the cabinets into the vistas in this part of the Green Belt would be significant. The site is also far closer to the north-eastern gateway to Harmondsworth Conservation Area. For all these reasons we expect this application to be refused.

HEATHROW AERODROME SAFEGUARDING:

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observations:

5G Aviation Informative

To demonstrate that 5G capability can be operated safely from the site, the installing/operating organisation should ensure there is compliance with the Ofcom 5G Coordination procedure for air traffic control radar¹. The operating organisation should be able to demonstrate this to the satisfaction of both the airport and radar operator as well as the telecoms regulator.

https://www.ofcom.org.uk/__data/assets/pdf_file/0030/81579/info-memorandum.pdf

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

NATS:

Original Comments - We refer to the application above. The proposed development has been examined by our technical safeguarding teams. In the time frame given to us we have been unable to thoroughly investigate the effects of the proposed development on our Operations, however, the relevant teams are being consulted.

Based on our preliminary technical findings, the proposed development does conflict with our safeguarding criteria. Accordingly, NATS (En Route) plc objects to the proposal. We will notify you within 4-6 weeks of the results of our operational assessment. Only if this assessment shows the impact to be acceptable will we be able to withdraw our objection.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission for a wind farm. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are further obliged to notify both NATS and the Civil Aviation Authority ("CAA") of that fact (which may lead to the decision made being subject to review whether by the CAA referring the matter for further scrutiny or by appropriate action being taken in the courts).

As this further notification is intended to allow the CAA sufficient time to consider whether further scrutiny is required, we understand that the notification should be provided prior to any granting of permission. You should be aware that a failure to consult NATS, or to take into account NATS's comments when deciding whether to approve a planning application, could cause serious safety risks for air traffic.

Further Comments - The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

CADENT GAS:

Thank you for your email. We usually respond within seven working days.

If you're contacting us because you want to dig, we won't be able to make a full assessment without the following, so please send if you haven't already:

- Full site address including nearest postcode or grid references
- Site plan highlighting where you plan to dig
- Full description of what you're planning to do (drainage, fencing, piling etc).
- Your company correspondence address and contact number
- Works start date (if applicable)

Please do not commence with any works until you have received authorisation and guidance.

MINISTRY OF DEFENCE:

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office 11/01/2021.

This relates to an application for the proposed Installation of a 20m monopole and associated equipment.

The application site falls within the Statutory Safeguarding Technical Zone surrounding RAF Northolt
I can confirm the MOD has no safeguarding objections to this proposal.

Internal Consultees

HIGHWAYS OFFICER:

There are no highway, traffic or transport concerns with this application.

TREES/LANDSCAPE OFFICER:

This site is occupied by a wide strip of highway verge on the east side of Harmondsworth Road, at the junction with Holloway Lane. The site to the rear (east) is unmanaged filled land bounded by trees and scrubby hedgerows. The site lies within the Green Belt.

COMMENT: This application follows a series of previous applications, most recently application ref. 70429/APP/2020/293, relating to an existing 17.5metre high monopole, with associated inspection cabinets located, to the north of this site, within the highway verge (west) and to the south of the M40 overbridge. No trees will be removed or affected by this installation. The current proposal seeks to remove the installations to the north and replace them with a 20 metre high monopole and associated array of cabinets at the Harmondsworth Road / Holloway Lane junction. The overall height of the installation will be less prominent than the existing monopole due to the installation occupying a lower ground level. The wooded backdrop to the site will also provide some screening at a lower level. While these installations inevitably constitute urban clutter - exacerbated by the increased diameter and height of the pole and proliferation of bulky aerials at a high level - there are no particularly sensitive visual receptors in this area. I have found no reference to the colour of the pole and cabinets - which should be colour co-ordinated and as visually recessive as possible within the landscape.

RECOMMENDATION: No objection subject to conditions COM9 (parts 1 and 2) which are required to confirm the details of the verge re-instatement and the colour of the equipment.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy DMHB 21 of the Hillingdon Local Plan: Part Two (2020) states that telecommunications developments will only be permitted where the apparatus is sited and designed so as to minimise its effect on the appearance of the surrounding areas and it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings. The policy states that there must be no adverse impact on areas of ecological interest, landscape features or buildings of architectural or historic interest.

The National Planning Policy Framework (2019) stresses the importance of advanced, high quality and reliable communications infrastructures and the role it plays in supporting sustainable economic growth. It goes on to advise that the aim should be to keep the numbers of radio and telecommunications masts and sites to a minimum, consistent with the efficient operation of the network and that existing masts and sites should be used unless there is a demonstrable need for a new site.

Whilst the consideration is given that the proposed is an existing site, the replacement telecommunications apparatus is considered to materially alter the visual amenity of the proposed new location, and will provide greater visual impact to the surrounding areas due to its increase in height of 17.5m to 20m and the size and quantity of the equipment cabinets. This application introduces a new form of development within the Green Belt. The issues relating to this are covered in the 'Impact on the Green Belt' section of this report.

7.02 Density of the proposed development

Not applicable to this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Not applicable to this application, the site is not located within an archaeology/CA/LB or Areas of Special Character.

7.04 Airport safeguarding

The site is located 1.2km from Heathrow Airport and is within the Heathrow Aerodrome Safeguarding and NAT's height restriction area. Heathrow Aerodrome Safeguarding, NATS and MOD was consulted and no objections are raised subject to informatives.

7.05 Impact on the green belt

Paragraph 145 of the NPPF (2019) states a local planning authority should regard the construction of new buildings as

inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Paragraph 146 of the NPPF (2019) further explains that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- a) mineral extraction;
- b) engineering operations;
- c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- d) the re-use of buildings provided that the buildings are of permanent and substantial construction;
- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Policy G2 of the London Plan (2021) emphasise that the Green Belt should be protected from inappropriate development: 1) development proposals that would harm the Green Belt should be refused except where very special circumstances exist, 2) subject to national planning policy tests, the enhancement of the Green Belt to provide appropriate multi-functional beneficial uses for Londoners should be supported. Exceptional circumstances are required to justify either the extension or redesignation of the Green Belt through the

preparation or review of a Local Plan.

Policy DMEI 4 of the The Local Plan: Part 2 - Development Management Policies (2020) states that A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very exceptional circumstances, B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to: i) the height and bulk of the existing building on the site; ii) the proportion of the site that is already developed; iii) the footprint, distribution and character of the existing buildings on the site; iv) the relationship of the proposal with any development on the site that is to be retained; and v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The proposed development is for the replacement site to South of M4 Harmondsworth Road (approved under ref: 70429/APP/2018/2629), which is 163m north-west of the proposed application site. The existing site is not located within the Green Belt however, the proposed application site is on land within the Green Belt.

The proposed telecommunication installation would introduce 7 new cabinets onto the Green Belt where there originally were none, would be contrary to the fundamental aim of the Green Belt Policy to prevent urban sprawl and keeping land permanently open. The proposed development is considered to constitute inappropriate development and the applicant has not advanced any special circumstances to justify a departure from established planning policy.

The proposal therefore, by virtue of the excessive scale and bulk of the proposed would result in inappropriate development detrimental to the openness of the Green Belt. Furthermore, very special circumstances have not been demonstrated to justify the harm to the Green Belt. The proposal is therefore considered to be contrary to the National Planning Policy Framework (2019).

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the The Local Plan: Part 2 - Development Management Policies (2020) states that all development, will be required to be designed to the highest quality standards and, incorporate principles of good design including: harmonising with the local context by taking into account the surrounding scale of development, considering the height, mass and bulk of adjacent structures; local topography, views both from and to the site; impact on neighbouring open spaces and their environment; and ensuring the use of high quality building materials and finishes.

Policy DMHB 12 of the The Local Plan: Part 2 - Development Management Policies (2020) states that development should be well integrated with the surrounding area and accessible. It should: i) improve legibility and promote routes and wayfinding between the development and local amenities; ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area; iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space; iv) provide safe and direct pedestrian and cycle movement through the space; v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard; vi) where appropriate, include the installation of public art; and vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

Policy DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020) states that Telecommunication development will only be permitted where: i) it is sited and designed to minimise their visual impact; ii) it does not have a detrimental effect on the visual amenity, character or appearance of the building or the local area; iii) it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings; iv) there is no adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, Conservation Areas or buildings of architectural or historic interest; and v) it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.

The proposed new monopole is 20m high with 7 cabinets located at the corner of a prominent junction. The proposed new cabinets ranges in height from 1m to 1.9m high and would occupy 5.7sqm of footprint.

The site is located on a triangular grass verge. The application site is exposed and is therefore highly visible when viewed from the immediate street scene and the surrounding area. The proposed 20m high telecommunications mast would appear as a prominent feature on the corner of Harmondsworth Road and Holloway Lane and would have a detrimental impact on the openness, character and appearance of the street scene. In addition, due to the open nature and high visibility of the site, the proposed telecommunications installation would appear as an incongruous addition to the green belt. It will detract from the aesthetics of the wider expanse of the area.

There is currently no street furniture of this size and height. When compared to the adjacent street sign, light poles, roof level and the street scene, the 20 metre monopole will appear unduly dominant and intrusive. The overall height would be significantly over and above the surrounding area that consists generally of landscaping. Furthermore, the cabinets will introduce urban clutter to an otherwise attractive landscape feature.

Whilst the mast is to provide 5G services to the area, the proposal will add undue clutter to the streetscene which will have a significant negative impact on the visual amenity of the area in general. It would harm the character and appearance of the street scene and the green belt. As such, the proposal is contrary to Policy BE1 of The Local Plan: Part 1 - Strategic Policies (2012) and Policies DMHB 10, DMHB 11, DMHB 12 and DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020) seeks to ensure that developments do not adversely impact on the amenity of adjacent properties, and seeks to protect outlook for residents, defined as the visual amenity enjoyed by occupants when looking out of their windows.

The proposed equipment is located on the grass verge at a prominent corner of the roundabout at Harmondsworth Road and Holloway Lane. There are no residential dwellings in the immediate vicinity of the site. The closest residential dwelling is 300m south of the site, therefore, it is unlikely to be visible to the residents and would not impact on the neighbouring properties outlook or daylight/sunlight.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 and DMT 5 of the Hillingdon Local Plan: Part Two - Development Management policies seek to ensure that development is not prejudicial to pedestrian and

highway safety.

The Council's Highway's Officer has commented on this application and no objections has been raised. The application site is set back from the highway and is located on the grass verge, therefore it would not impact on the highways or pedestrian safety.

7.11 Urban design, access and security

Refer to 'Impact on the character and appearance of the area'.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The proposed equipments are to be located on the grass verge adjacent to the public highway backing onto the existing strip of soft landscaping and neighbouring mesh fence. There are no objections from the Trees/Landscape Officer subject to a planning condition.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Refer to "External Consultees".

7.20 Planning obligations

None.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Health:

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commissions for Non Ionising Radiation Protection) guidelines. Accordingly, in terms of Government policy advice, there is not considered to be any direct health impact. Therefore, further detailed technical information about the proposed installation is not considered relevant to the Council's determination of this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use

of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probit in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposal seeks permission for the replacement of an existing 17.5m high telecommunication mast with a 20m high mast with associated equipment. The application is located within the Green Belt and the proposed development is considered to constitute

inappropriate development. In this instance, the applicant has not provided very special circumstances to justify a departure from the established planning policy.

Although the proposed mast and cabinets would not cause harm to highway safety, the proposed mast and associated cabinets, by reason of the quantity, size, scale and siting would add undue clutter to the street scene. It would be an incongruous and visually obtrusive form of development which is considered to have a detrimental impact on the character and appearance of the surrounding area and the Green Belt. As such, it fails to comply with Policy BE1 of The Local Plan: Part 1 - Strategic Policies (2012), Policies DMHB 10, DMHB 11, DMHB 12 and DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020), Policy G2 of the London Plan (2021) and NPPF (2019).

The application is recommended for refusal.

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

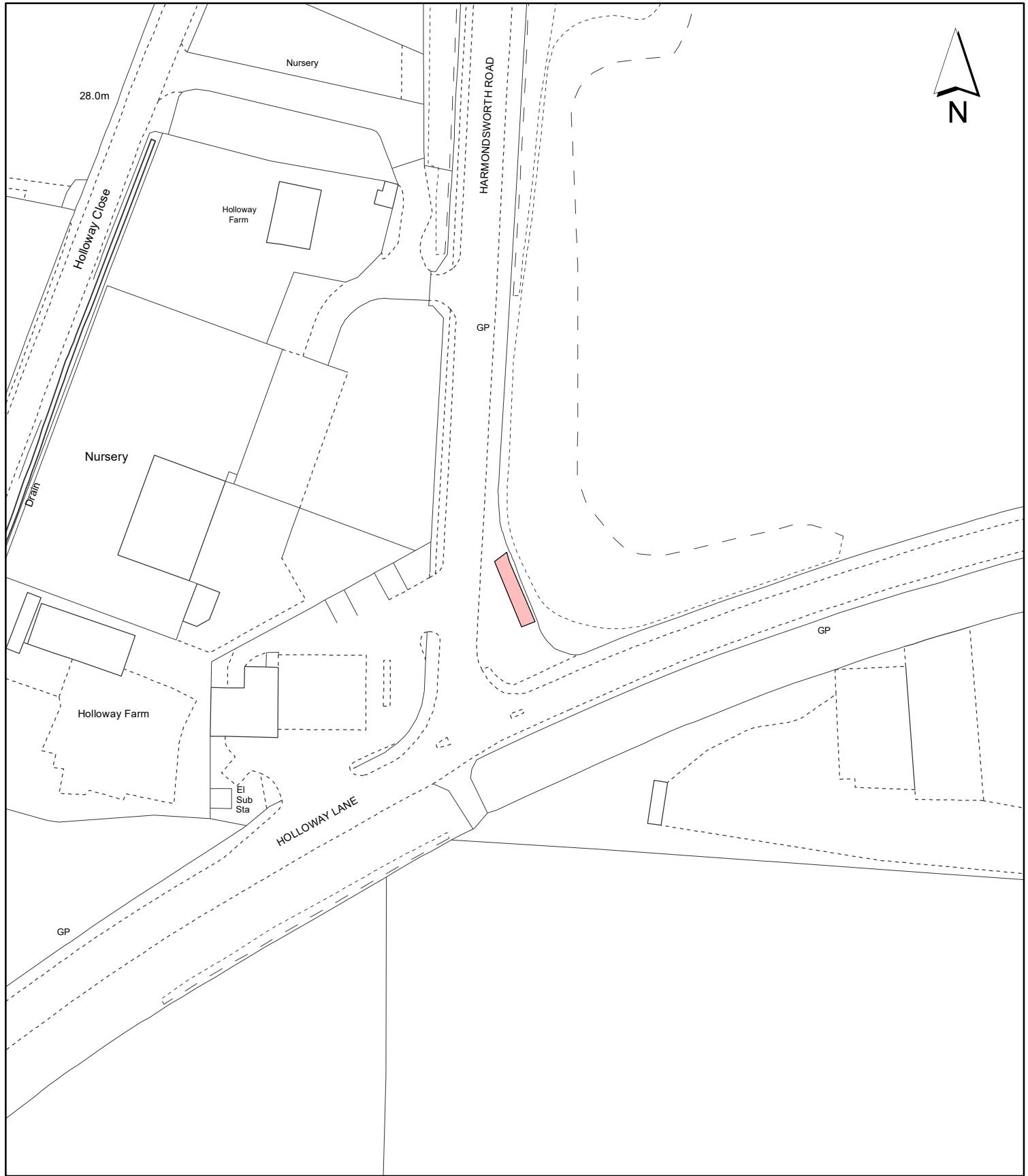
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)

National Planning Policy Framework (2019)

The London Plan (2021)

Contact Officer: Rebecca Lo

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Notes:

 Site boundary

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Planning Application Ref:

70429/APP/2021/36

Scale:

1:1,250

Planning Committee:

Central & South

Date:

April 2021



HILLINGDON
LONDON