

## Report of the Head of Planning & Enforcement Services

**Address** LAND REAR OF NORTHWOOD BOYS CLUB 54 HALLOWELL ROAD  
NORTHWOOD

**Development:** Installation of railway only communications compound comprising of a 20 metre high monopole, with a 1 metre high lightning finale, 0.75 metre high ground frame (total height 21.75 metres), radio equipment cabin and equipment on railway land south of Northwood Station Carpark and rear of the Northwood Boys Club (E.509381 N.191136)

**LBH Ref Nos:** 67999/APP/2011/2021

**Drawing Nos:** Supporting Statement  
Tree Survey  
Location Plan to Scale 1:1250  
NTPO/0107/GA/A/003  
Design and Access Statement (Ref: 0107(5))  
NTPO/0107/GA/A/004 Rev. B  
NTPO/0107/GA/A/002 Rev. B  
Site Services Plan  
Exchange of e-mails between Network Rail and TfL of 21 September 2011  
E-mail from applicant of 21 September 2011

**Date Plans Received:** 16/08/2011                      **Date(s) of Amendment(s):** 16/08/2011  
**Date Application Valid:** 16/08/2011                      21/09/2011

### 1. SUMMARY

The application is for erection of 20 metre high monopole mast, topped by a 1 metre lightning finale and a 0.75 metre high base (total height 21.75 metres), serving as a communication mast exclusively for use by the main line railway operators, with an associated ground frame radio equipment equipment situated on the railway land south of Northwood Underground Station car park.

In view of the requirement for Network Rail to erect a mast on the Northwood station site for 2 way communication purposes and the practical restrictions of locating a mast elsewhere on the station site it is considered this location minimises the visual impact on adjoining occupiers and the wider area including the Old Northwood Area of Special Character and therefore is recommended for approval.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 1            T8            **Time Limit - full planning application 3 years**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

#### REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

#### 2            OM1            **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the

plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

#### REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **3 TL5 Landscaping Scheme - (full apps where details are reserved)**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Minor artefacts and structures
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **4 TL6 Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

#### REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in

compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 OM8 Personal Permission**

The mast and associated equipment hereby permitted shall be used only by Network Rail for railway communications purposes and at such time that it is no longer required for this purpose all materials and equipment in connection with it shall be removed.

**REASON**

To ensure that the mast is removed when no longer required and that it is used only for its specified purpose.

**INFORMATIVES**

**1 I1 Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

**2 I12 Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

**3 I15 Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**4 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the

policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

PPG8	Telecommunications
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE37	Telecommunications developments - siting and design
OE1	Protection of the character and amenities of surrounding properties and the local area

## **5 152 Compulsory Informative (1)**

The decision to GRANT 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).

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site is located within the Northwood Underground Station site (under Transport for London ownership) just south of a former coal yard, presently used as a rail industry staff car park. The proposed base of the mast would be located 7.2 metres away from the boundary fence to the rear of the Northwood Youth Club and 9.3 metre from the rear wall of the Northwood Youth Club. The mast would be located 48 metres from the nearest section of back wall of the residential dwelling at No. 56 Hallowell Road and 54 metres from the rear wall of the residential dwelling houses at No. 54 Hallowell Road.

The immediate site is open in aspect as viewed from the rear gardens of the residential properties located to the west side of the main railway tracks and the site is largely open in aspect from the back gardens of the closest residential properties to the site on the west side of Hallowell Road bar for the screening provided by the sizeable trees located close to the rear boundary fences to the rear gardens and the screening provided from the Northwood Youth Club building. A notable feature in the topography of the site where the mast would be erected is that it is set on significantly higher ground than the ground level of the adjoining rear gardens on Hallowell Road.

This open aspect feature contrasts with many railway lines that might be 'cut' to some degree into the topography and thereby offer a degree of natural screening of the track and its trackside operations from their wider urban surroundings. The mast would be located approximately 2 metres outside the eastern edge of the Old Northwood Area of Special Local Character, a boundary that follows the boundary of the gardens on the western side of Hallowell Road.

The applicant has provided a section drawing showing a 2 metre fall in the land from the location of the proposed mast compared to the site boundary fence behind the Northwood

Youth Club.

The mast would be located approximately 7 metres outside the eastern edge of the Old Northwood Area of Special Local Character.

### **3.2 Proposed Scheme**

The proposed mast structure would be 17m high and would be 1.2m wide at its base and narrowing as a cone to 0.55m at the top. Capping the main mast would be a lighter, but not solid, structure 3m in height and on top of that a thin 1m high lightning finale. The mast will be built on a base that secures it to the ground which is 0.75m in height, 6.4m long and 5.4m wide. The proposed equipment cabinet that would be located alongside the mast (would be comparable to an existing cabinet located just to the south of the site) and would be 3.75m long, 2.5m wide and 3.3m high.

The 21.75 metre mast and related equipment cabinet is required by Network Rail to serve the introduction of a new nation wide capacity for 2 way communication with the drivers on the trains, titled the Railway Communication System (RCS). In southern England the RCS are mandated to be operational by December 2011 and across the whole of UK by 2014.

These masts are usually erected under permitted development rights for railway undertakers statutory operators (under Part 17) of the General Permitted Development Order. This has occurred elsewhere in the Borough, but is not possible in this instance as the site in question is under ownership of Transport for London not Network Rail accordingly permitted development rights do not apply.

The applicant states 5 masts are required between Harrow on the Hill South Junction and Mantles Wood. To the south, a mast is set to be installed at Pinner Station and to the north, Croxley Green. The masts need to be located rail side to provide the necessary coverage to the drivers and to provide security of access for any emergency maintenance required. Smaller masts were considered, 5 metre in height but this would require 22 sites as opposed to the 5 proposed for the section of rail line in question and the applicant considered it was not feasible due to insufficient space trackside at a variety of locations on this section of track.

To minimise the visual impact the applicant has stated a willingness to finish the mast and cabinet in green, BS4800 12D45 Dark Laurel is suggested.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

A previous planning application (67679/APP/2011/651) for a virtually identical mast and equipment cabinet was refused on 23 June 2011. The previously refused mast was also located within the Northwood Station site and that mast was proposed to be located approximately 85 metres to the south west of the current site, to the rear of No. 74 Hallowell Road. The mast and associated equipment was refused by reason of its siting, size, scale and bulk that would result in a detrimental visual impact on neighbouring residential properties and the area in general including the adjoining Old Northwood Area of Special Local Character contrary to Policies BE5, BE13, BE19 and BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **4. Planning Policies and Standards**

PPG8: Telecommunications

## **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

### Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.11 To facilitate the development of telecommunications networks in a manner than minimises the environmental and amenity impact of structures and equipment.

### Part 2 Policies:

- PPG8 Telecommunications
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE37 Telecommunications developments - siting and design
- OE1 Protection of the character and amenities of surrounding properties and the local area

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **13th September 2011**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to the owner/occupiers of 190 properties in the locality including all the residents consulted within the previous scheme (67679/APP/2011/651), 3 local schools and educational colleges and the local constituency Member of Parliament. London Transport, Northwood Residents Association and the Old Northwood Area of Special Local Character amenity society group were also consulted.

A site notice was displayed to the front of 54 Hallowell Road.

7 written responses were received from the owner/occupiers of 5 neighbouring properties. 4 of the individuals writing object to the scheme, the 5th respondent commented but did not wish to object.

The grounds of objection and other comments received in writing can be summarised as follows:

- (i) The height of the mast is excessive especially given the level of the embankment where the mast would be located compared to the level of the land in the adjoining rear gardens.
- (ii) The height of the mast is not consistent with height of the roof of the Northwood Youth Club and Section 6.16 and 6.19 of the Supporting Statement.
- (iii) The previous reasons of refusal are valid to this application; especially given the change of levels of the site compared to the adjoining gardens with this application in contrast to the previous application.
- (iv) The impact of an alternative site cited by the applicant to the rear of St Matthews Court on the residents of this flatted development would be limited.



- (v) An alternative site (not cited by the applicant) next to an existing site building within the station car park would not impact upon the residents of St Matthews Court.
- (vi) An alternative site on opposite side of railway track adjacent to the state and near Waitrose is a better location.
- (vii) A location near the de-icing tanks would be better, since this location would be further away from the rear gardens on Hallowell Road.
- (viii) Why have no other sites north of the railway station and Green Lane not been considered?
- (ix) Should the scheme be approved, a regular pruning and maintenance programme should be included given the existing neglect of the vegetation on railway land resulting in overshadowing to neighbouring gardens.
- (x) Rail commuter safety should be paramount.
- (xi) Health concerns raised over safety from radio waves emitted to both local residents and to the young users of the youth centre.
- (xii) The mast is located in the one gap in the thickening screening of the trees behind the Northwood Youth Club so it will be visible from the house at No. 48 Hallowell Road.
- (xiii) Raise no formal objection as consider the force of any argument will not counter the strength of argument for this necessary type of development.
- (xiv) The new site offers more substantial screening than the previous site, however it will only screen lower two thirds of the mast as viewed from No. 52 Hallowell Road.
- (xv) The Northwood Youth Club although a 2 storey building, the lower storey sits below the level of the mast so the screening effect this level of the building provides is considerably lessened.
- (xvi) Wish any issues of noise from air conditioning units with the scheme to be address in the officers report.
- (xvii) A 15 metre high mast would be less visually intrusive than 21 metre, why so high?
- (xviii) Find it hard to believe there is no other location in the station car park that can be found for this mast.
- (xix) For 6 months of the year there will not be any leaves on the trees to provide screening of the mast.
- (xx) What happens if the trees ever get diseased or for other reasons have to be cut down?
- (xxi) Why have the applicant not looked at other sites other than the 3 sites they previously looked at, as the North planning committee previously requested the applicant to do?

London Transport: No objection.

### **Internal Consultees**

LANDSCAPE TEAM:

RECOMMENDATIONS: No objection, subject to the above considerations and conditions TL5 and TL6.

Landscape Context: The site is to the east of the railway land, south of Northwood Station car park and to the rear of the Northwood Boys Club on Hallowell Road. There are no landscape features on the railway land to pose a constraint on the development. There are, however, a number of offsite trees immediately off-site to the rear of the Hallowell Road properties, an Area of Special Local Character. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area. A tree survey has been submitted in support of the application.

Landscape Considerations: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The tree survey assessed the quality and value of 10 No. nearby (off-site) trees, a group which includes Ash, Field Maple, Hawthorn and Common and Large-leaved Limes. Several of these trees are large-growing species with current heights of between 15-20 metres. The quality and value of

the assessed trees includes an A graded specimen (good), 4 No. B grades (moderate) and 5 No. C (poor).

The only impact of the development on these trees is the proposed of one overhanging stem from a 16 metre high Ash. Therefore most of the beneficial screening provided by existing trees (at a higher level) will be retained. Drawing Nos. NTPO/0107/GA/A/002 and 003 indicate the siting and design of a bulky control cabinet associated with the mast. This cabinet sits approximately 3 metres in height above the ground level of the railway corridor, which in turn is approximately 2 metres above that of the adjacent ground level of the rear gardens. It is also offset from the rear of the Boys Club and likely to be visible from the rear of 56 Hallowell Road (above the rear garden boundary). Evergreen screening of this cabinet should be planted, established and maintained to screen views of the cabinet from Hallowell Road. A landscape management/maintenance plan should be submitted to ensure that the landscape is established and maintained in accordance with good practice.

#### CONSERVATION TEAM:

Background: The site is located within the Old Northwood area of special local character. This is an area of very traditional, good quality housing from the late Victorian period onwards.

Comments: There have been previous discussions re the above site. The mast has been relocated to the rear of a single storey building, at the edge of the ASLC. Given its distance from Hallowell Road, it would not be considered visually intrusive to the area and would be acceptable in this instance.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

There is considered no objection in principle to the erection of a telecommunications mast located trackside in the Northwood area and within the environs of the Northwood Underground station, to be utilised exclusively for the purposes of meeting a UK wide program of achieving 2 way radio communication across the rail network between the rail drivers and the base rail operators.

Whilst a series of lower and less visually intrusive monopoles would be a preferential option from a visual amenity perspective, it is recognised that given the operational needs of the applicant and the constraints of space found along this particular section of track, that this option is not in this instance technically feasible. The applicants supporting statement refers to a 460 metre length Search Area that has been explored resulting in 3 potential sites being identified as possible practical locations from the applicant's operational perspective. The applicant has provided a site plan for the whole of the station showing the majority of the station yard and car park area was not an option for location as the site owners Transport for London excluded these areas.

1 of these 3 identified sites is located behind the rear of 74 Hallowell Road and was the subject of a previous planning application (67679/ASPP/20011/651) that was refused in June 2011.

The 2nd of the identified sites is between the side boundaries of St Matthews Hall and No. 36 Hallowell Road, which subsequently emerged was not practical as it blocked a railside access road.

The 3rd identified site is the subject of this application.

### **7.02 Density of the proposed development**



Not applicable to this application.

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

This issue is covered in Section 7.07

**7.04 Airport safeguarding**

Not applicable to this application.

**7.05 Impact on the green belt**

Not applicable to this application as the site is not in or within close proximity to designated Green Belt.

**7.06 Environmental Impact**

It is not considered, given the nature and size of the development and its location on existing rail side hardstanding that the scheme will not have additional environmental impacts, other than those issues dealt with in other sections of the report.

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commission 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.

**7.07 Impact on the character & appearance of the area**

The site is located some 8m from the nearest adjoining gardens. Given the partial screening from the youth club building and the substantive trees located in close proximity to the site and the distance from the site from the site boundary it is not considered the mast will have a significant detrimental impact upon the visual amenity of the adjoining Old Northwood Area of Special Local Character or nearby residential properties such as to justify a reason for refusal.

**7.08 Impact on neighbours**

The mast and the associated equipment cabinet will be located approximately 48 metres from the rear wall of the nearest residential property at 56 Hallowell Road (in contrast to 36 metres to the nearest property at 74 Hallowell Road with the previous refused scheme) and approximately 7.5 metres from the nearest rear garden boundary fence at No. 54 (compared to 2.35 metres to the nearest garden boundary fence with the previously refused scheme).

The lower section of the mast will also be screened from the nearest residential properties by the rear wall of the youth club. Notwithstanding that the mast would be located on higher ground than the neighbouring gardens (in contrast to the previously refused scheme) the combination of the presence of the Youth Club building and the mature and substantive trees located to the back of the nearest gardens will provide a fair degree of screening towards the base of the mast and the associated equipment cabinet. The mast is not proposed to be set square behind the cabinet, as would have been preferential from a screening perspective, due to the presence of a buried culvert, thus the 3.4 metre high equipment cabinet is more visible from the rear gardens at No. 56 and No. 58 Hallowell Road than might otherwise have been the case. The Council's Landscape Officer has suggested that, should the application be approved, the scheme be conditioned to include the insertion of some evergreen planting (e.g. laurel) set between the equipment cabinet and the adjoining boundary fence to the rear gardens to thicken the visual screening provided to neighbours.

In summary given the partial screening provided by the Northwood Youth Club, given the proposed mast would be of a greater distance to both the rear garden boundary fences

and to the rear walls of the nearest residential properties (compared to the previously refused scheme) and with the inclusion of additional planting to assist with screening of the equipment cabinet from the residential properties on Hallowell Road it is considered the mast would not present a degree of over dominance to constitute an un-neighbourly form of development such as to refuse the scheme.

Given the length of the gardens, the linear nature of the mast itself and the degree of shadowing that may arise from existing vegetation it is not considered the mast and cabinet would result in an unacceptable degree of overshadowing across the full length of the nearest gardens at 54 and 56 Hallowell Road and adjacent properties to provide a reason for refusal in respect of loss of daylight/sunlight/overshadowing. The scheme is therefore considered to be in compliance with Policy BE20 of the Hillingdon Unitary Development Plan saved Policies (September 2007).

**7.09 Living conditions for future occupiers**

Not applicable to this application.

**7.10 Traffic impact, car/cycle parking, pedestrian safety**

Not applicable to this application.

**7.11 Urban design, access and security**

The issues relating to the urban design/visual impact of the proposal are covered in section 7.07.

**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 application currently is an area of rail side hardstanding. There are no TPO's on the site and Council's Landscape Officer has reviewed the arboricultural report submitted by the applicant and is satisfied the mast can be erected without threatening the trees or the root zone of any of the trees and the planting in the immediate vicinity that presently contribute to the visual amenity of the area and would provide valuable screening of the mast outside the winter months.

**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**

No air conditioning units or other plant is proposed within the scheme that give rise to potential noise or air quality issues.

**7.19 Comments on Public Consultations**

The individual issues raised by objectors are dealt with in the body of this report.

**7.20 Planning Obligations**

Not applicable to this application.

**7.21 Expediency of enforcement action**

Not applicable to this application.

**7.22 Other Issues**

## **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **9. Observations of the Director of Finance**

## **10. CONCLUSION**

In conclusion, it is considered the revised scheme has sought to address the previous reasons of refusal for the mast and associated equipment cabinet. The scheme would not have such a degree of visual impact to adjoining occupiers to constitute un-neighbourly development or to impact visually upon the wider area to provide a reason of refusal. Accordingly the scheme is considered to comply with Policies BE13, BE19 and BE20 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **11. Reference Documents**

Planning Policy Guidance 8: Telecommunications  
Unitary Development Plan Saved Policies September 2007  
Consultation responses

**Contact Officer:** Gareth Gwynne

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2011 Ordnance Survey 100019283

Site Address

**Land rear of Northwood Boys Club,  
54 Hallowell Road,  
Northwood**

Planning Application Ref:

**67999/APP/2011/2021**

Planning Committee

**North**

Scale

**1:1,250**

Date

**September  
2011**

**LONDON BOROUGH  
OF HILLINGDON  
Planning,  
Environment, Education  
& Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON