

Report of the Head of Planning, Transportation and Regeneration

Address ST. THOMAS MORE ROMAN CATHOLIC CHURCH 32 FIELD END ROAD EASTCOTE

Development: Car parking area for five spaces with associated landscaping and installation of vehicular crossover.

LBH Ref Nos: 482/APP/2017/4564

Drawing Nos: Arboricultural Impact Assessment
Appendix 2 - Tree Schedule
Appendix 3 - All Tree Plans
CAMHL-P101
CAMHL-P001
L101 Rev B
P101 Rev B
CAMHL - L001 RevA
Design & Access Statement RevA
CAMHL - E001 RevA
CAMHL - E101 RevA

Date Plans Received: 18/12/2017

Date(s) of Amendment(s): 18/12/2017

Date Application Valid: 02/01/2018

1. SUMMARY

The application seeks planning permission for the creation of a car parking area for five spaces with associated landscaping and installation of vehicular crossover.

There has been strong local objections to the proposal which have been duly noted within the report. However the proposal has been assessed and it is considered acceptable. The proposal would not compromise the character and appearance of the surrounding area or unduly harm the amenities of neighbouring residents, whilst retaining safe access to the site and the parking spaces.

The proposal is consistent with policy and is therefore recommended for conditional approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan, numbers L001 Rev A, E001

Rev A, L101 Rev B, P101 Rev B and E101 Rev A and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 NONSC Non Standard Condition

The proposed additional car parking area and 5 car parking spaces hereby permitted shall be used only for purposes ancillary to the use of the premises falling under D1 Non-residential institutions.

REASON

In order to prevent a use that is unsuitable for the site from establishing on the site, in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 NONSC Non Standard Condition

Notwithstanding the planning permission hereby granted, at no time should there be any vehicular route from the proposed car parking area accessed from The Sigers to any other part of the site or the main body of the church car park.

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012 and Chapter 6 of the London Plan (2016); and to safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 NONSC Non Standard Condition

The 1.5 m high sliding gate shall be provided prior to the first use of the car park hereby permitted, and shall be retained in situ for the duration of the development, and shall be kept in the closed position whenever the car park is not in use for its intended purpose.

REASON

In order to restrict the use of the car park to uses associated with the Church, and when the church is open, and so as to limit the impacts of the development upon the residential occupiers of The Sigers and so as to ensure that the vehicular access, servicing and parking areas are satisfactorily controlled on site in accordance with Policy AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012 and Chapter 6 of the London Plan (2016); and to safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM8 Tree Protection

In accordance with the recommendations of the Arboricultural Impact Assessment, with Tree Protection Measures still required; No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the

approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015)

8 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan and in accordance with the recommendations of the Arboricultural Impact Assessment, with Tree Protection Measures still required, shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at 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 and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

INFORMATIVES

1 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

2 I52 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 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) as incorporated into the Hillingdon Local Plan (2012) 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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
LPP 6.13	(2016) Parking
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

4 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

5 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 which are audible at the site boundary shall only be carried out between the hours of 08.00 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 or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) 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.

6

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

3. CONSIDERATIONS

3.1 Site and Locality

The overall application site is the car park and facilities associated with the St Thomas More Church (use Class D1) situated on the corner of Field End Road, Farthings Close and The Sigers. The site is currently accessed through the main entrance on Field End Road. The plot covers approximately 0.7 acres.

The Church has an existing access point off Field End Road that leads to a car park for approximately 26 cars. There is also a set down point provided for the Church in Farthings Close.

3.2 Proposed Scheme

The application seeks planning permission for the creation of a car parking area for five spaces with associated landscaping and installation of vehicular crossover.

This would be located to the South-Western end of the plot with the new vehicular access from The Sigers and would be only for those accessing the Church via a sliding gate. There would be no through vehicular access to the site and to Field End Road.

Amended plans were submitted which shows a revised red lined area and introduction of the metal sliding gate 1.5 metre high.

3.3 Relevant Planning History

482/AB/84/1454 32 Field End Road, Now Farthings Close Eastcote Pinner
Retention of permission 00482/790603(P)

Decision: 15-10-1984 ALT

482/AD/89/1978 32 Field End Road Eastcote Pinner
Continued use of Church Hall for Playgroup

Decision: 05-12-1989 ALT

482/AE/98/1961 St Thomas Moore Catholic Church & Hall Farthings Close Eastcote I
Erection of one 22.5 metre tower including three cross polar antennas, two dish antennas and o
radio equipment housing

Decision: 11-11-1998 Withdrawn

482/APP/2003/710 St. Thomas More Roman Catholic Church 32 Field End Road Eastcot
LAYOUT OF ADDITIONAL CAR PARKING SPACE AND WIDENED VEHICULAR ACCESS TO
FIELD END ROAD

Decision: 29-07-2004 Approved

482/Y/77/1665 32 Field End Road, Now Farthings Close Eastcote Pinner
Retention of permission (base unknown)(P)

Decision: 03-03-1978 Approved

482/Z/79/0603 32 Field End Road, Now Farthings Close Eastcote Pinner
Change of use to Educational 100sq.m.(P)

Decision: 29-05-1979 ALT

Comment on Relevant Planning History

482/APP/2003/710 - Layout of additional car parking space and widened vehicular access
to Field End Road. Approved 29.07.2004

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
LPP 6.13	(2016) Parking
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

In total 53 neighbouring properties were consulted along with Eastcote Residents Association on 04.01.2018. The consultation period was extended following concerns raised by local residents in the delay in receiving the initial letters and also following the correct Certificate B being served to the correct owner.

There has been strong local objection to the proposal, a petition with 59 signatories has been submitted along with 14 objections.

Eastcote Residents Association have objected, stating:

" On behalf of Eastcote Residents' Association and in support of the residents' objections and the petition of some 60

signatories, that has been submitted, I write to ask that this application be refused.

The Sigers is a quiet residential cul-de-sac, accessed by Field End Road, thus currently vehicular access is by definition, for Sigers residents, their visitors and suppliers/contractors. The road then has residents' permit parking bays to accommodate these requirements and restrict parking use by others. As such it is not a road that is generally suitable for any further access point that allows for the possibility of others, not directly associated with the residents, to travel along it, have to turn within it or create further parking problems, all of which have the potential for creating both vehicular and pedestrian health and safety issues.

It is also the case that the Applicant could create 5 spaces (or indeed even more) that could be accessed from the existing entrance in Field End Road. There is no need to create a new access point from the Sigers and it is this that

is our main objection, particularly as it is situated at the no through road end of the cul-de-sac:-

The road width here is only c4.8 metres, and part of that width is taken up by residents parking bays, where vehicles, related to the houses there, are parked, opposite the proposed crossover. Being a dead end, cars do have to turn round in the vicinity of the crossover.

The crossover is also shown on the application as going over a 'public pavement'. This particular section of pathway is actually part of Public Footpath R154, ie is not just a section of pavement within the Sigers, but is actually a public right of way that is used by far larger numbers of people as a walkway to access points within and across its full length.

In relation to the car park itself:-

In the Applicant's D&A Statement in 5.2 it states that the 5 spaces 'would be only for people using the adjacent hall'. However, there is nothing to stop more cars trying to access the car park than can be accommodated there.

Similarly, whilst it is welcomed that no vehicular access will be created between this new car park area and the main car park with its access from Field End Road, people could still use/try to use the Sigers' car park when not going to the hall but to another part of the site?

The central area of the car park, as shown, seems somewhat restricted to allow for an easy turning circle within the car park, when all 5 places are occupied. If true, this could lead to cars either backing in from, or out onto, the road.

I appreciate that it may not be a planning requirement for disabled bays to be provided in this instance, but the two disabled parking bays shown do not appear to meet the required width of 3.6 metres and this should be investigated.

We hope you will recommend this application for refusal."

In addition the local objections can be summarised as follows:

- concerns over traffic and parking.
- congestion and possible through traffic to the site.
- location of new access on a tight corner where they believe access is already a problem.
- no need for new entry/exit from The Sigers - access and ample parking already available on site.
- no supporting evidence why it is needed
- big impact on residents of The Sigers.
- recent application for the church hall to be hired out was refused as building was in a poor state of repair. Therefore what is the need for this parking unless it is the first stage for something else e.g. nursery or school.
- who are the legal owners of the strip of land
- misleading and underhand - the intention is to demolish the hall and build self contained residential block.
- overspill parking onto The Sigers.
- loss of trees - environmental impact and also removes barrier to noise from the hall.
- safety concerns - block the footpath which is used by residents.

Officer Note:

Revised plans were submitted which includes the introduction of a 1.5 metre high metal sliding gate to control the access to the car park and a revised red lined area which also increases the turning circle within the car parking area. The proposed layout has been amended to ensure the two proposed disabled parking bays meet the required standards and this is now considered acceptable. In addition the agent was contacted and requested to confirm the correct certificates have been served to the relevant owners notifying them of the application. The agent later confirmed that the correct certificates have been served and they were allowed an additional 21 days to be consulted. The agent has also confirmed in the amended Design and Access Statement that, "The future intention is to access a potential new development from The Sigers."

Internal Consultees

Highways Officer - No objections:

Initial comments:

This application is for the creation of 5 additional car parking spaces at St Thomas More Church in Field End Road Eastcote along with a new vehicular access off The Sigers. Field End Road is a classified road and The Sigers is a local road. The church has an existing access point off Field End Road that leads to a car park for approximately 26 cars. There is also a set down point provided for the church in Farthings Close. The site has a PTAL value of 2 (poor) which suggests there will be a strong reliance on private car trips to and from the site. The proposal is to provide 5 additional car parking spaces along with a new access off The Sigers. The additional car parking would lead to a total level of on-site car parking of just in excess of 30 cars. The applicant states that the additional car parking is required to support the Hall uses and there is no connection through the site for the existing car parking spaces to use this access. The provision of a new access could encourage additional traffic to use the narrow parts of The Sigers for access and egress but that level of traffic is very low. On the basis of the above comments I do not have significant highway concerns over the current proposal.

Follow up comments:

This application is for the creation of 5 additional car parking spaces at St Thomas More Church in Field End Road Eastcote along with a new vehicular access off The Sigers. It is not clear to me why the applicant requires a single access off The Sigers to serve 5 car parking spaces when there is adequate access from within the church car park. There have been some minor changes to the scheme since my previous comments. The latest scheme has a revised access/egress point and the ability for cars to turn round easily within the site where 5 car parking spaces are provided. I have been made aware that the residents of The Sigers are concerned with the proposal but providing the vehicular access is not opened up so as to allow passage for vehicles through the church car park then traffic generation will be low given that there are only 5 car parking spaces being proposed. Providing there are no reasons for refusal from the Tree Officer then there are no significant highway concerns over a new access being provided and the provision of a 5 space car park will not generate significant additional volumes of traffic along The Sigers. I would suggest that if approval is likely then a condition whereby there should not be a vehicular route from The Sigers to the main body of the church car park. On the basis of the above comments I do not have significant highway concerns over the revised application.

Trees/Landscape Officer - No objections, subject to conditions:

This site is a plot of land in the South-West corner of the grounds of St Thomas More Church. The Southern boundary is defined by a tree-lined boundary which separates it from a residential street and footpath known as The Sigers. While the trees contribute to the visual amenity of the area, they are not protected by TPO or Conservation Area designation.

Comment: The application is supported by an Arboricultural Impact Assessment (but not tree protection measures), which considers the impact on nearby trees. A relatively small gap in the informal tree line will result in the removal of two 'B' grade trees: T2, an ash, and one of G25, sycamore, from the site. Two 'C' grade trees will also need to be removed to facilitate the development: T1, holly, and one of G27, a cypress. The report notes (4.3.1) that the trees do not have particularly high amenity value due to the proximity of other trees which will be retained. It also notes (4.5.1) that the site '...offers opportunity for the planting of additional new trees and vegetation...' On balance, there is no objection to this assessment. Replacement tree planting within the site will secure a succession of tree cover - most of the existing trees are early/semi-mature.

Recommendation: No objection subject to COM8 (in accordance with the recommendations of the Arboricultural Impact Assessment, with Tree Protection Measures still required), COM9 (parts 1, 2, 4 and 5) and COM10.

Access Officer - No objections:

I have considered the detail of this planning application, and note that two accessible parking spaces are proposed. The proposal raises no concerns from an accessibility standpoint and I therefore have no further comments.

However, the following informative should be attached to any grant of planning permission:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Conclusion: acceptable

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In order to establish the acceptability of the principle of developing this site, it is necessary to take into account currently adopted planning policy and to a lesser extent, emerging policy.

The Council has adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). Policy BE1 advises that new development, in addition to achieving a high quality of design, should enhance the local distinctiveness of the area, contribute to community cohesion and sense of place and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties.

The proposal would be entirely compatible with the current use of the site and the surrounding area subject to all material planning considerations and therefore there is no objection in principle.

7.02 Density of the proposed development

Not applicable to this application.

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

The site is not located in a designated area.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

The site is not located within the green belt.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policies BE13 & BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development in residential areas complements or improves the amenity and character, therefore the scale and character of a new development is a material consideration.

The proposal would involve creating a modest car parking area totalling 5 car parking spaces to the South West corner of the plot. As part of the proposal a total of 4 non protected trees will be removed along with some additional trimming and pruning of the vegetation along in the vicinity. The scheme was revised to also include a 1.5 metre high metal sliding gate to ensure access to the parking area is restricted to the church only. A condition is suggested in this respect. This is all considered acceptable and in keeping with

the general character and appearance of this area and surroundings. Furthermore the council's tree officer has raised no objections to the proposal, stating:

The Southern boundary is defined by a tree-lined boundary which separates it from a residential street and footpath known as The Sigers. While the trees contribute to the visual amenity of the area, they are not protected by TPO or Conservation Area designation.

Comment: The application is supported by an Arboricultural Impact Assessment (but not tree protection measures), which considers the impact on nearby trees. A relatively small gap in the informal tree line will result in the removal of two 'B' grade trees: T2, an ash, and one of G25, sycamore, from the site. Two 'C' grade trees will also need to be removed to facilitates the development: T1, holly, and one of G27, a cypress. The report notes (4.3.1) that the trees do not have particularly high amenity value due to the proximity of other trees which will be retained. It also notes (4.5.1) that the site '...offers opportunity for the planting of additional new trees and vegetation...' On balance, there is no objection to this assessment. Replacement tree planting within the site will secure a succession of tree cover - most of the existing trees are early/semi-mature.

Therefore subject to the recommended conditions the proposal is considered acceptable and would not impact on the established character of the area, in compliance with Policies BE13 and BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

There are no new buildings or changes to the existing church buildings proposed. The lack of any physical changes to the buildings and the nature of the proposed use does not raise any concerns regarding visual intrusion and possible loss of daylight and sunlight issues in relation to the residential dwellings opposite on The Sigers.

However it is noted that concerns have been raised in regards to the potential impact on road safety and these matters will be discussed further in the relevant sections below. However the highways officer has confirmed that the provision of a car park with 5 spaces will not generate significant additional volumes of traffic along The Sigers and thus there are no significant highway concerns over a new access being provided.

It is therefore considered that, subject to compliance with the aforementioned condition, the proposed development satisfies Policies BE 20, BE 21, BE 22, BE 24 and OE 1 of the Local Plan Part Two and Policy 7.15 of the London Plan (2016).

In addition the proposal over and above the existing permitted use would not result in any significant increase in the overall noise levels from the site. The proposal is therefore considered to comply with policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable as this is not residential development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 of the Local Plan (Part Two) specifies that new development will only be permitted where it is in accordance with the Councils adopted car parking standards.

The proposal has been revised to include the introduction of a 1.5 metre high metal sliding gate to control the access to the car park area and revised red lined area which also increases the turning circle within the car parking area. The two proposed disabled parking bays have been relocated thus it is considered acceptable.

The Highway Officer has raised no objections to the proposal, stating:

This application is for the creation of 5 additional car parking spaces at St Thomas More Church in Field End Road Eastcote along with a new vehicular access off The Sigers. It is not clear to me why the applicant requires a single access off The Sigers to serve 5 car parking spaces when there is adequate access from within the church car park. There have been some minor changes to the scheme since my previous comments. The latest scheme has a revised access/egress point and the ability for cars to turn round easily within the site where 5 car parking spaces are provided. I have been made aware that the residents of The Sigers are concerned with the proposal but providing the vehicular access is not opened up so as to allow passage for vehicles through the church car park then traffic generation will be low given that there are only 5 car parking spaces being proposed. Providing there are no reasons for refusal from the Tree Officer then there are no significant highway concerns over a new access being provided and the provision of a 5 space car park will not generate significant additional volumes of traffic along The Sigers. I would suggest that if approval is likely then a condition whereby there should not be a vehicular route from The Sigers to the main body of the church car park. On the basis of the above comments I do not have significant highway concerns over the revised application.

The proposal would therefore be in compliance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

This has been addressed elsewhere within this report.

7.12 Disabled access

The proposed development includes 2 disabled parking bays and level access.

The development therefore accords with Policy 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

Not applicable as this is not residential development.

7.14 Trees, Landscaping and Ecology

The councils Tree/Landscape Officer has raised no objections to the proposal, stating:

This site is a plot of land in the South-West corner of the grounds of St Thomas More Church. The Southern boundary is defined by a tree-lined boundary which separates it from a residential street and footpath known as The Sigers. While the trees contribute to the visual amenity of the area, they are not protected by TPO or Conservation Area designation.

Comment: The application is supported by an Arboricultural Impact Assessment (but not tree protection measures), which considers the impact on nearby trees. A relatively small gap in the informal tree line will result in the removal of two 'B' grade trees: T2, an ash, and one of G25, sycamore, from the site. Two 'C' grade trees will also need to be removed to facilitates the development: T1, holly, and one of G27, a cypress. The report notes (4.3.1) that the trees do not have particularly high amenity value due to the proximity of other trees which will be retained. It also notes (4.5.1) that the site '...offers opportunity for the planting of additional new trees and vegetation...' On balance, there is no objection to this assessment. Replacement tree planting within the site will secure a succession of tree

cover - most of the existing trees are early/semi-mature.

Recommendation: No objection subject to COM8 (in accordance with the recommendations of the Arboricultural Impact Assessment, with Tree Protection Measures still required), COM9 (parts 1, 2, 4 and 5) and COM10.

7.15 Sustainable waste management

Not applicable to this type of application.

7.16 Renewable energy / Sustainability

Not applicable to this type of application.

7.17 Flooding or Drainage Issues

Not applicable to this type of application.

7.18 Noise or Air Quality Issues

The National Planning Framework makes a presumption in favour of sustainable development. However it acknowledges that pursuing sustainable development involves 'seeking positive improvements in the quality of the built environment and peoples's quality of life'.

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that uses that become detrimental to the amenity of the adjoining occupiers or surrounding area will not be approved. Policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires measures to be undertaken to alleviate potential disturbance where a development is acceptable in principle.

It is considered that the provision of a 5 car park spaces will not generate significant additional volumes of traffic along The Sigers and thus this would not result in any significant increase in the overall noise levels from the site. The proposal is therefore considered to comply with policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.19 Comments on Public Consultations

Revised plans were submitted which includes the introduction of a 1.5 metre high metal sliding gate to control the access to the car park and revised red lined area which also increases the turning circle within the car parking area. The proposed layout has been amended to ensure the two proposed disabled parking bays meet the required standards and this is now considered acceptable.

In addition the agent was contacted and requested to confirm the correct certificates have been served to the relevant owners notifying them of the application. The agent later confirmed that the correct certificates have been served and they were allowed an additional 21 days to be consulted. The agent has also confirmed in the amended Design and Access Statement that, "The future intention is to access a potential new development from The Sigers."

7.20 Planning Obligations

The development would not result in any impact that would need to be addressed through the use of a legal agreement.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further issues.

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 Probity 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

It is recommended that the application is approved, subject to the attached conditions.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

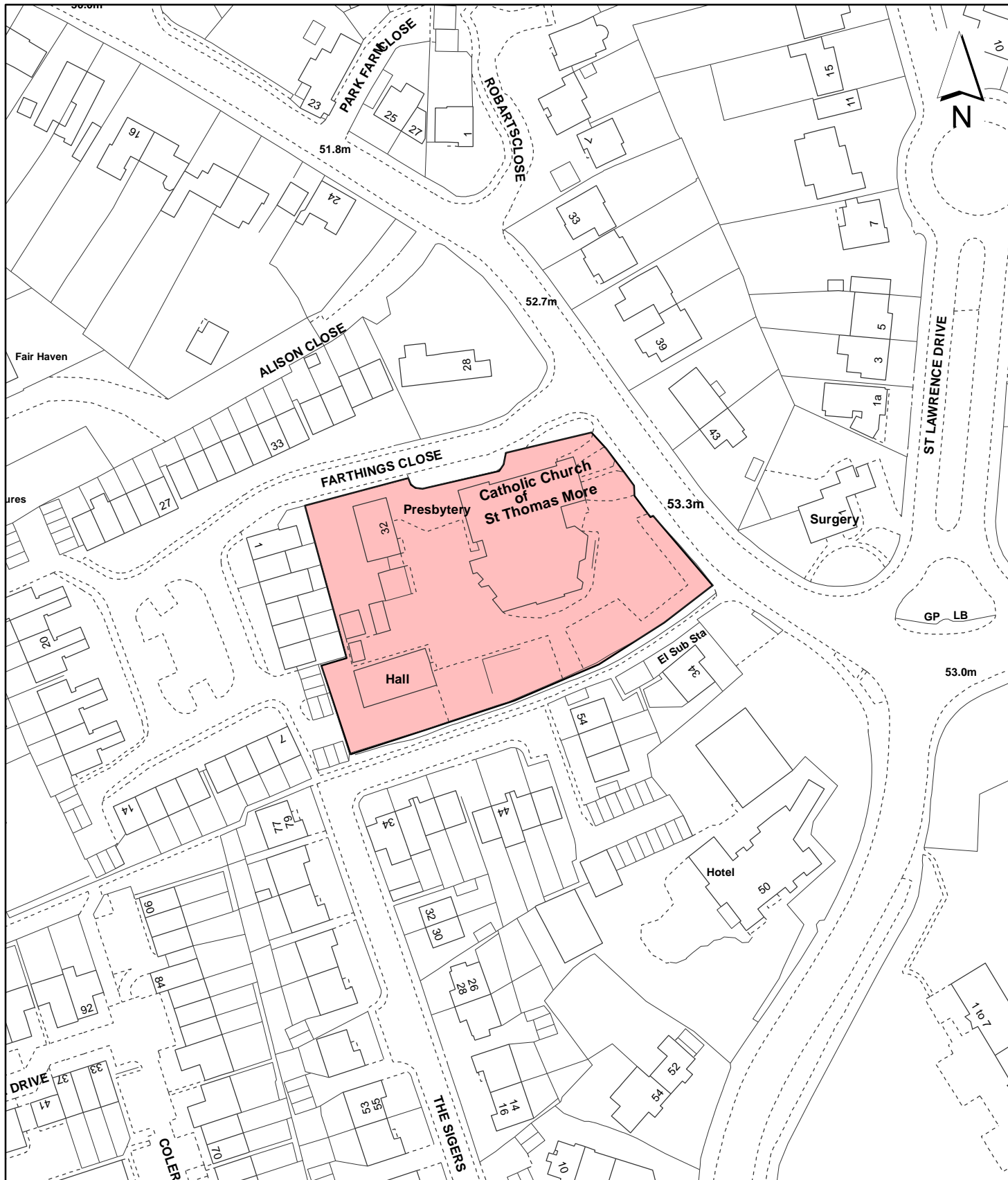
The London Plan 2016

Supplementary Planning Document Accessible Hillingdon

National Planning Policy Framework

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Notes



Site boundary

For identification purposes only.

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Site Address

St Thomas More R.C. Church

Planning Application Ref:

482/APP/207/4564

Planning Committee

North Application

Scale

1:1,250

Date

June 2018

**LONDON BOROUGH
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