

Report of the Head of Planning, Transportation and Regeneration

Address HARLINGTON LOCOMOTIVE SOC., SHACKELS FARM HIGH STREET
HARLINGTON

Development: Single storey extension to existing storage building

LBH Ref Nos: 3517/APP/2019/54

Drawing Nos: Location Plan
ACD_HILS002
ACD_HILS001

Date Plans Received: 04/01/2019

Date(s) of Amendment(s):

Date Application Valid: 22/01/2019

1. SUMMARY

The proposal is for a modest extension to a storage building within the Harlington Locomotive Miniature Railway which lies within the Metropolitan Green Belt and Harlington Village Conservation Area. The extension is considered to represent an appropriate form of development within the Green Belt and would preserve the character and appearance of the Harlington Village Conservation Area. Furthermore the proposal would not result in a loss of residential amenity or cause any highway related concerns. The application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 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 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: ACD_HILS001 and ACD_HILS002

REASON

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

3 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 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).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

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.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of

BE4	new planting and landscaping in development proposals.
NPPF- 13	New development within or on the fringes of conservation areas
OL4	NPPF-13 2018 - Protecting Green Belt land
OL7	Green Belt - replacement or extension of buildings
	Golf centres within the Green Belt

4 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a clubhouse with miniature railway and car park located on the eastern side of High Street Harlington which lies within the Metropolitan Green Belt and Harlington Village Conservation Area as identified within the Hillingdon Local Plan - Saved UDP Policies (November 2012). The existing red brick storage building is located in the north eastern part of the site adjacent to the boundary with number 263 High Street.

3.2 Proposed Scheme

The application seeks planning permission for a single storey extension to an existing storage building. The extension would measure 3m in depth by 3.5m in width and matching the height roof and pitch of the existing storage building.

3.3 Relevant Planning History

3517/APP/2004/552 Harlington Locomotive Society High Street Harlington
ERECTION OF A SINGLE STOREY SIDE EXTENSION

Decision: 20-04-2004 Approved

Comment on Relevant Planning History

There is no recent planning history of relevance to this application site.

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

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
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.
BE4	New development within or on the fringes of conservation areas
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
OL4	Green Belt - replacement or extension of buildings
OL7	Golf centres within the Green Belt

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th February 2019**

5.2 Site Notice Expiry Date:- **26th February 2019**

6. Consultations

External Consultees

40 neighbouring properties were consulted by letter dated 25.1.19 and a site notice was displayed to the front of the site which expired on 27.2.19 and a advert placed in the local newspaper.

1 letter of comments was received which states:

Not against however last time few years back the locomotive society changed tracks and did some building they disturbed a rats nest. The entire street was flooded with rats, a very expensive problem got residence. With new plans are the society willing to pay to Solve any new rat problems should they disturb more rats. The area of the society is overgrown and we've had Council approved pest control At the residence several Times now. Can they be made aware and be more remain less.

Officer Comment: Concerns regarding pest control are noted, however this would be a matter for the environmental team/pest control department to respond to should the issue arise.

Harlington Conservation Area Advisory Panel. We have no objection to the proposed single storey extension to the existing storage building.

Historic England - No Comment

Heathrow Aerodrome Safeguarding - No objection.

Internal Consultees

Conservation Officer -

BACKGROUND: This is an outdoor miniature railway site within the Harlington Village Conservation Area.

COMMENTS: Having reviewed the application, the proposed extension is not considered to be harmful to the conservation area.

CONCLUSION: No conservation objections, materials should match existing.

Landscape Officer -

his site is occupied by an external model railway society, with a number of small buildings and railway paraphernalia. The site lies within Harlington Village Conservation Area. COMMENT No trees or other landscape features of merit will be affected by the proposal. The extension to the existing storage building will be situated well within the site and in a recess on the southern boundary, from where it will have little, if any, visual impact. RECOMMENDATION No objection and no need for landscape conditions

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Although the application site is situated within the Green Belt, it is considered that the principle of development is acceptable given that the proposed development would result in a modest extension of an existing modest building within the Green Belt as discussed below.

7.02 Density of the proposed development

Not relevant to the consideration of this application.

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

The Harlington Locomotive Society Miniature Railway lies within the Harlington Village Conservation Area. Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development should avoid the demolition or loss of such features. As such, there will be a presumption in favour of retaining buildings, which make a positive contribution to the character or appearance of a conservation area. This policy reflects the relevant legal duties.

The Conservation Officer has confirmed that the proposed extension is not considered to be harmful to the conservation area subject to the use of matching materials which can be secured by way of condition.

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) specifies that any proposals for development in Green Belt will be assessed against National and London Plan policies, including the 'Very Special Circumstances' test.

Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) defines the types of development considered acceptable within the Green Belt. These are predominantly open land uses including agriculture, horticulture, forestry, nature conservation, open air recreational activities and cemeteries. It specifies that planning permission will not be granted for new buildings or changes of use of existing land or buildings, which do not fall within these uses.

Policy OL2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies that, where development proposals are acceptable within the Green Belt, in accordance with Policy OL1, the Local Planning Authority will seek comprehensive landscaping improvements to enhance the visual amenity of the Green Belt.

The London Plan Policy 7.16 (2016) reaffirms that the strongest protection should be given to London's Green Belt, in accordance with national guidance, and emphasises that inappropriate development should be refused, except in very special circumstances.

Paragraph 133 of the NPPF (2018) states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 134 of the NPPF states:

Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 145 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

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.

It is considered that the proposed modest extension to this single storey storage building

would not result in substantial harm to the openness of the Green Belt. The 10.5m extension would be set against the context of the host building, is single storey in nature and is not prominent from public views. It is considered that the extension would constitute an appropriate form of development within the Green Belt in accordance with both local and National planning policies.

7.07 Impact on the character & appearance of the area

The visual impact of the proposal is considered acceptable as discussed in the sections above.

7.08 Impact on neighbours

Policies BE20, BE21 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) give advice that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded.

Policies BE23 and BE24 of the Hillingdon Local Plan (Part Two) stress the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

The proposal would result in a 3m front extension to the existing storage building which has a ridge height of 2.2m. The closest neighbouring properties are the single storey dwellings at numbers 261 and 263 High Street which have a 1.8m fence along the boundary. It is considered that in view of the separation between the storage building and the modest scale of the extension, that the proposal would not result in a loss of light, outlook or privacy to the the occupants of these properties.

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal is for a modest extension to a storage building which is not considered to give rise to any highway concerns.

7.11 Urban design, access and security

Not relevant to the consideration of this application.

7.12 Disabled access

Not relevant to the consideration of this application.

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, landscaping and Ecology

Not relevant to the consideration of this application.

7.15 Sustainable waste management

Not relevant to the consideration of this application.

7.16 Renewable energy / Sustainability

Not relevant to the consideration of this application.

7.17 Flooding or Drainage Issues

Not relevant to the consideration of this application.

7.18 Noise or Air Quality Issues

Not relevant to the consideration of this application.

7.19 Comments on Public Consultations

The comments received are listed above.

7.20 Planning obligations

Not relevant to the consideration of this application.

7.21 Expediency of enforcement action

Not relevant to the consideration of this application.

7.22 Other Issues

No other issues raised.

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

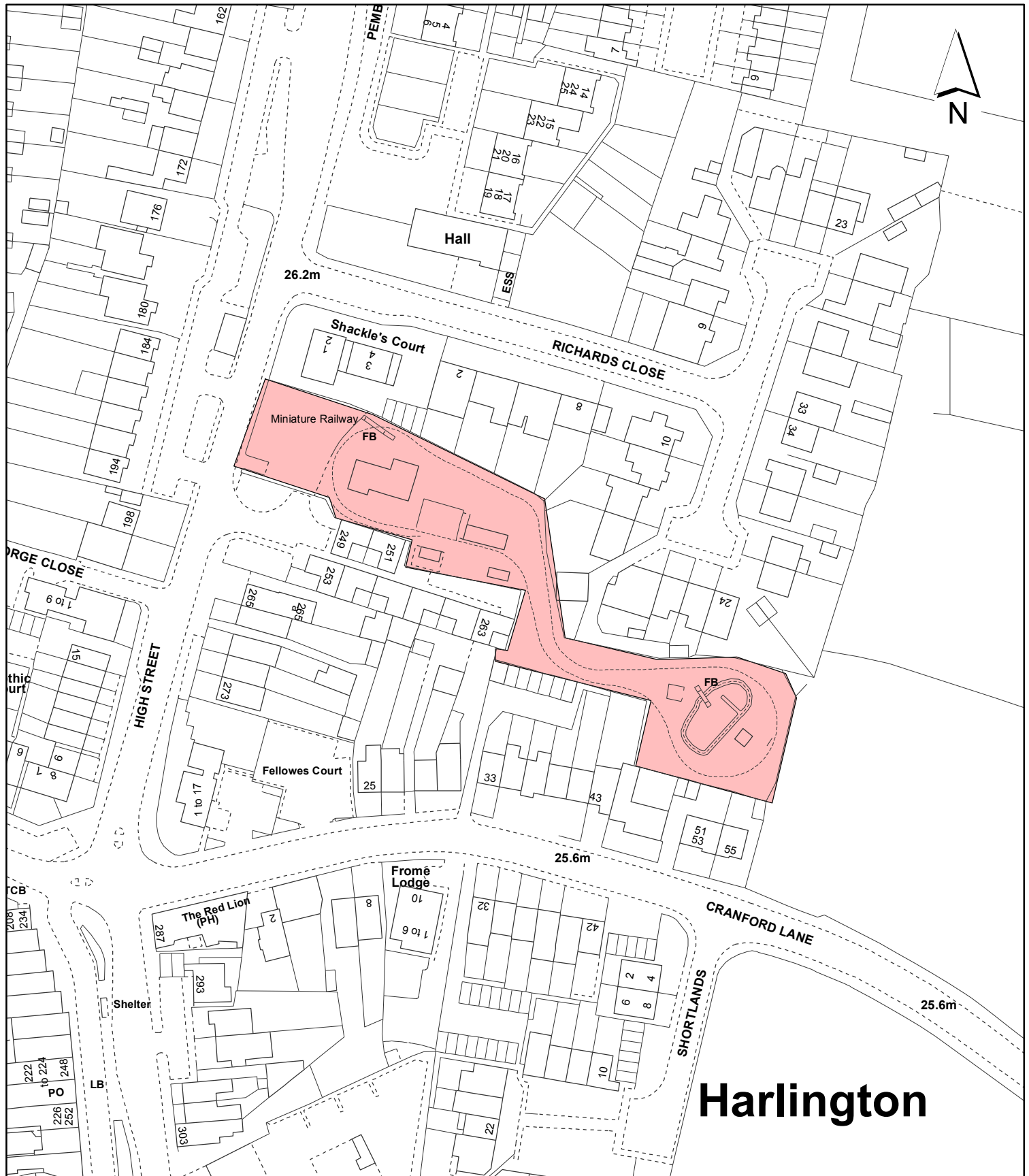
The proposal is for a modest extension to a storage building within the Harlington Locomotive Miniature Railway which lies within the Metropolitan Green Belt and Harlington Village Conservation Area. The extension is considered to represent an appropriate form of development within the Green Belt and would preserve the character and appearance of the Harlington Village Conservation Area. Furthermore the proposal would not result in a loss of residential amenity or cause any highway related concerns. The application is recommended for approval.

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)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address: **Harlington Locomotive Soc.
Shackels Farm
High Street
Harlington**

Planning Application Ref:
3517/APP/2019/54

Planning Committee:
Central & South

Scale:
1:1,250

Date:
April 2019

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

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



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