

Report of the Head of Planning, Transportation and Regeneration

Address PYLON FARM NEWYEARS GREEN LANE HAREFIELD

Development: Change of use of redundant equestrian (former agricultural) buildings to B1 (light industrial) and B8 (storage) use with parking for up to 32 vehicles and associated landscaping (Retrospective application).

LBH Ref Nos: 12579/APP/2018/2062

Drawing Nos: MB-SERV-PF-E16-001 Rev.01
MB-SERV-PF-E22-003 Rev.01
MB-SURV-PF-TS-001
MB-SURV-PF-E6-001 Rev.01
MB-SURV-PF-E7-001 Rev.01
MB-SURV-PF-E8-10-001 Rev.01
MB-SURV-PF-E11-001 Rev.01
MB-SURV-PF-E12 - 15 - 001 Rev.01
MB-SURV-PF-E17-001 Rev.01
MB-SURV-PF-E18 - 001 Rev.01
MB-SURV-PF-E19-21 - 001 Rev.01
MB-SURV-PF-E22-001 Rev.01
MB-SURV-PF-E23-001 Rev.01
MB-SURV-PF-E24-001 Rev.01
MB-SURV-PF-E25-001 Rev.01
MB-SURV-PF-E26-27-001 Rev.01
MB-SURV-PF-E28-001 Rev.01
MB-SURV-PF-FF-D-001 Rev.001
MB-SURV-PF-GF-F-001 Rev.001
MB-SURV-PF-FF-E-001 Rev.001
MB-SURV-PF-FF-F-001 Rev.001
MB-SURV-PF-FF-G-001 Rev.001
MB-SURV-PF-GF-G-001 Rev.001
MB-SURV-PF-E 1-5-001-A1 Rev.001
MB-SERV-PF-E22-002

Date Plans Received:	31/05/2018	Date(s) of Amendment(s):	31/05/2018
Date Application Valid:	11/06/2018		03/06/2019
			29/05/2019

1. SUMMARY

Retrospective planning permission is sought for the change the use of the existing buildings at Pylon Farm from equestrian (former agricultural) use to B1 (light industrial) and B8 (storage) use.

The buildings on site have been in commercial use (B1 and B8) for a number of years and with the exception of some hay cutting (on land which is not included within the site area), Pylon Farm no longer operates as a farm as it did historically.

The proposed development is considered to fall within category (d) the re-use of buildings) of paragraph 146 of the NPPF which allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of

including land within it.

As the change of use is limited to the existing buildings, the proposed development is considered to preserve the openness of the Green Belt and is therefore in line with paragraph 146 of the NPPF. Furthermore, the proposed development includes the removal of the external storage areas and the formalisation of the on site car parking which is currently giving the appearance of an untidy and sprawling site. Soft landscaping is also proposed along the southern and western boundaries to protect long distance views from the Green Belt.

In summary, it is considered that the proposed development would improve what is currently on site in terms of visual impact and would provide new screening for long distance views. Furthermore, the formalised car parking area and a condition restricting the hours of operation would ensure vehicular movements and disturbance is limited to reasonable numbers and hours of operation which would benefit the wider area.

For the above reasons the proposed development is considered to be in accordance with the Development Plan and is therefore recommended for APPROVAL subject to conditions.

2. RECOMMENDATION

1. That the application be referred back to the Greater London Authority for their Stage 2 response.

2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the application be deferred for the determination by the Head of Planning Transportation and Regeneration under delegated powers to approve the application

3. That if the application is approved, the following conditions be attached:

1 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 and documents as follows:

MB-SERV-PF-E22-002
MB-SERV-PF-E22-003 Rev.01
MB-SERV-PF-E16-001 Rev.01
MB-SURV-PF-TS-001
MB-SURV-PF-E6-001 Rev.01
MB-SURV-PF-E7-001 Rev.01
MB-SURV-PF-E8-10-001 Rev.01
MB-SURV-PF-E11-001 Rev.01
MB-SURV-PF-E12 - 15 - 001 Rev.01
MB-SURV-PF-E17-001 Rev.01
MB-SURV-PF-E18 - 001 Rev.01
MB-SURV-PF-E19-21 - 001 Rev.01
MB-SURV-PF-E22-001 Rev.01
MB-SURV-PF-E23-001 Rev.01
MB-SURV-PF-E24-001 Rev.01
MB-SURV-PF-E25-001 Rev.01

MB-SURV-PF-E26-27-001 Rev.01
MB-SURV-PF-E28-001 Rev.01
MB-SURV-PF-FF-D-001 Rev.001
MB-SURV-PF-GF-F-001 Rev.001
MB-SURV-PF-FF-E-001 Rev.001
MB-SURV-PF-FF-F-001 Rev.001
MB-SURV-PF-FF-G-001 Rev.001
MB-SURV-PF-GF-G-001 Rev.001
MB-SURV-PF-E 1-5-001-A1 Rev.001

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).

2 COM22 Operating Hours

The premises shall not be used except between:-
[0800 and 1700], Mondays - Fridays
[0800 to 1200] Saturdays
[1000 to 1200] Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

Within 3 months of the date of this permission, details of Landscaping shall be submitted to the Local Planning Authority and approved in writing. The approved Landscaping scheme shall be implemented during the first planting season following the approval of details (or such time previously agreed 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 Cycle Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points). This equates to 32 car parking spaces, including four wheelchair accessible spaces and 12 electrical charging points (of which six are passive) and 32 cycle parking spaces.

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 (2016)

4 A5 New Planting

All planting, seeding and turfing in the approved landscaping scheme shall be completed during the first planting season following the approval of details under condition 3 of this planning permission (or such period as agreed in writing by the Local Planning Authority). The new planting and landscape operations should comply with the requirement specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, areas of landscaping shall be permanently retained and any trees or other planting which die, are removed or become seriously damaged or diseased within a period of 5 years from the completion of development, shall be replaced in the next planting season with others of similar size and species in accordance with the details approved by the Local Planning Authority.

REASON

To ensure that the proposed development makes a satisfactory contribution to the preservation and enhancement of the visual amenities of the locality in accordance with policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed within three months of this permission (unless otherwise agreed in writing by the Council) and thereafter permanently retained and used for no other purpose.

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

6 A38 Surface Water/Sewage Disposal

Within six months of this permission (or such period as agreed in writing by the Local Planning Authority) details of a scheme for the disposal of surface water and sewage shall be submitted to the Local Planning Authority and approved in writing. All works which form part of this scheme shall be completed within three months of the scheme being approved (unless otherwise agreed in writing by the Local Planning Authority) and thereafter be permanently maintained for the lifetime of the development.

REASON

To ensure that the proposed development drainage is in accordance with the required standards and that the development does not give rise to an increased risk of flooding, nor to an overloading of the sewerage system in the locality.

7 NONSC Non Standard Condition

Within 3 months from the date of this permission (or such time previously agreed in writing by the Local Planning Authority), a Low Emission Strategy, with an associated Air Quality Action Plan, demonstrating the management, control and significant reduction of

NO₂, PM₁₀ and PM_{2.5} shall be submitted to the Local Planning Authority and approved in writing. The strategy shall identify all sources of emissions associated with the proposal and the measures and technology to reduce and manage them. In addition, the strategy shall quantify the reductions estimated for each measure. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified.

The agreed Air Quality Action Plan must be implemented within 3 months of the details approved under this condition.

REASON

To ensure the development reduces and manages its air quality impacts in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

8 COM31 Secured by Design

Within three months of this permission (or such time agree in writing with the Local Authority) details of how the development will meet the principles of 'Secured by Design' shall be submitted to and approved in writing by the Local Authority. The approved design shall be implemented within one month of the details being approved and shall thereafter be permanently maintained and retained.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

9 A16 Refuse and Open Air Storage

Within 3 months from the date of this permission, details of on-site refuse storage (including any open air storage facilities) for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided within one month of the details being approved and thereafter permanently maintained and retained.

REASON

To ensure that the proposed development makes a satisfactory contribution to the preservation and enhancement of the visual amenities of the locality in accordance with policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 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).

2 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.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE1	Proposals for industry, warehousing and business development
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.2	(2016) An inclusive environment

3

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.

4

The Local Planning Authority has actively engaged with the applicant at the application

stage of the planning process, in order to achieve an acceptable outcome. In dealing with the application, the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2012, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

3. CONSIDERATIONS

3.1 Site and Locality

The site is within what was originally known as Pylon Farm which now comprises a farm house, a number of farm buildings which are now in light industrial/storage/commercial use with hard standing around and some fields beyond. The site includes the access road from New Years Green Lane which is signposted Pond Farm.

Also located at Pylon Farm is a former menage which is currently operating as open storage and aggregate facility and which is leased to Cemgate. The menage is located approx. 50m west of the farm buildings and is defined by a block wall and four corner floodlights which would have lit the menage historically. The menage is not included within the site area and therefore does not form part of this application.

The site is within the Green Belt and the land towards the south and west is open countryside. The wider landscape tends to slope down towards the southwest. There are five residential properties in the vicinity on the other side of New Years Green Lane. The farm house at Pylon Farm is also in residential use and is owned by the applicant.

The buildings on site are mostly single storey (some with space in the roof) and are constructed of brick with tiled or metal roofs. The buildings have 3,606 sq.m. of floor space and a footprint of approximately 3,000 sq.m., and a volume of 15,950 cubic metres.

Some of the former agricultural buildings date back to 1936 when the original farm house was built and some have been replaced over the years. The buildings were in equestrian use from about 1991. Many of the buildings on the site are now in B1 (light industrial) and B8 (storage) use and have not been in either agricultural or equestrian use since before 2011.

The wider area has seen significant change over recent years which has altered the local character. The West London Composting operational facility is located to the east and shares a boundary with Pylon Farm and there is also an open compost maturation site on the northern side of New Years Green Lane. The Council's Civic Amenity site as well as BFA, which is a large metal recycling plant are located further along New Years Green Lane to the west. Country Compost Ltd, at Crows Nest Farm is located to the west of the site which has light industrial/commercial uses on site as well as a compost business.

In visual terms the site is currently reasonably prominent in the Green Belt from the southwest as that is the more open view. The eastern side of the site is screened by the extensive West London Composting operational facility. Views from the north are limited but the site can be seen from parts of New Years Green Lane where there is a break in vegetation.

There are no listed buildings within the site or in the immediate area and the site is not

within or near to a conservation area.

3.2 Proposed Scheme

The proposed development would change the use of the existing buildings at Pylon Farm from equestrian (former agricultural) use to B1 (light industrial) and B8 (storage) with parking and landscaping. The buildings have not been operating in agricultural use for a number of years and this application seeks to formalise the planning position of the existing uses on the site.

The site is accessed from New Years Green Lane and utilises the surrounding land to the west as informal car parking for associated vehicles and staff. There is a redundant menage on the site which is currently operating as open storage and aggregate facility but which does not form part of this application. A separate application has been submitted and refused for the change of use of the menage to open storage and aggregate facility.

This application seeks change of use of the historic farm buildings which fall within the site but excludes the farm house and associated out buildings (garages etc) which benefit from a separate access from New Years Green Lane (signposted Pylon Farm).

A number of businesses which operate from the existing buildings at Pylon Farm (e.g. the stonemasons) utilise the land outside of the buildings for use as open storage. The Applicant has stated that these areas were used as open storage in association with the equestrian use. Nevertheless, this has resulted in unrestricted encroachment into the surrounding land. This application would remove all elements of informal storage by removing all external storage bays and replacing them with formalised car parking. Landscaping is proposed to screen the new formalised car parking area whilst returning some of the land which is currently used as informal car parking to grass and landscaped areas.

This results in the proposed change of use being limited to the buildings only with a formalised car parking area for 32 cars (including four wheelchair accessible spaces and six electric spaces) and 32 cycle spaces.

Landscaping is also proposed which would help screen the overall built form in long distance views from the surrounding Green Belt.

3.3 Relevant Planning History

Comment on Relevant Planning History

Most of the planning history on the site relates to the adjacent site which originally formed part of Pylon Farm but which now operates as West London Composting. There is no planning history for the existing buildings which are the subject of this application.

Application ref. 12579/APP/2018/2064 for 'Change of use of menage (Sui Generis) to Use Class B8 (Storage) (Retrospective)' was submitted in 2018 and relates to adjacent land, also within Pylon Farm. This application was recently refused under delegated powers.

(Officer Comment: The above application was seeking to expand the scale and use, unlike the latest proposal which seeks to retain existing historical industrial uses.)

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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- LE1 Proposals for industry, warehousing and business development
- BE13 New development must harmonise with the existing street scene.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC3 Potential effects of development on sites of nature conservation importance
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OL1 Green Belt - acceptable open land uses and restrictions on new development
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 6.13 (2016) Parking
- LPP 7.14 (2016) Improving air quality
- LPP 7.16 (2016) Green Belt
- LPP 7.2 (2016) An inclusive environment

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **1st August 2018**
- 5.2 Site Notice Expiry Date:- **27th June 2019**

6. Consultations

External Consultees

A Site Notice was posted on site on 17.07.18 and the proposed development was advertised in the local press on 11.07.18. Five notification letters were sent out to local residents and four responses were received as summarised below:

1st letter raised the following concerns/points:

- Vehicle movements including HGVs

2nd letter raised the following concerns/points:

- HGV movements which causing congestion and damage to the road network
- Unrestricted hours of operation
- Increase in the number of pedestrians

3rd letter raised the following concerns/points:

- HGV movements which causing congestion and damage to the road network
- Unrestricted hours of operation
- Increase in the number of pedestrians

4th letter raised the following concerns/points:

- Proposed development detracts from the openness of the Green Belt
- Dust and HGV movements.

On 11.09.18, the GLA provided a Stage 1 letter. Paragraphs 12-15 (Principle of Development) of the Letter are set out below:

Principle of development

12 Policy 7.16 of the London Plan, Policy G2 of the draft London Plan, and the revised NPPF stress that the strongest protection should be given to Green Belt and that inappropriate development should be refused, except in very special circumstances. Paragraph 143 of the revised NPPF states that inappropriate development is, by definition, harmful to Green Belt and should not be approved except in 'very special circumstances'. According to paragraph 144 of the revised NPPF, when determining applications, LPAs 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 Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

13 Paragraph 134 of the revised 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.'

14 The planning application seeks planning permission to regularise the existing unauthorised commercial/light industrial uses which are in categories B1 and B8 uses. The site contains a number of permanent and substantial buildings mostly of brick construction. The buildings are predominantly single storey, although some elements do rise to 1.5 and 2 storeys high. The submitted plans show their location and confirm that the buildings have 3,606 sq.m. of floor space and a footprint of approximately 3,000 sq.m., and a volume of 15,950 cubic metres.

15 The proposals do not encroach into Green Belt in terms of footprint and do not alter the built form; hence the proposals would have limited impact on openness. However, commercial/light industrial, B1 and B8 uses introduce increased traffic activities resulting in air and noise pollution arising from Heavy Goods Vehicles activities, which in essence means encroachment into the Green Belt. In this regard, the proposals fail to meet the revised NPPF paragraph 134 (c) to assist in safeguarding the countryside from encroachment. Therefore, the proposals are inappropriate development in Green Belt and the applicant has not put forward very special circumstances to justify the inappropriate development. It is also noted that the applicant has not submitted an air quality assessment and a transport assessment to properly assess the environmental traffic impacts and measures to mitigate them. Therefore, as it stands the proposed development is unacceptable in terms of land use.

The Stage 1 letter concluded (at paragraph 25) as below:

25 London Plan and draft London Plan policies on Green Belt and transport are relevant to this application. The application does not comply with the London Plan and draft London Plan; the following changes might lead to the application becoming compliant:

Green Belt: Change of uses from agricultural/equestrian to commercial/light industrial, B1 and B8 uses within Green Belt introduce increased traffic activities resulting in air and noise pollution arising from Heavy Goods Vehicles activities. The proposals fail to meet the revised NPPF paragraph 134 (c) 'to assist in safeguarding the countryside from encroachment'. Therefore, the proposals are inappropriate development in Green Belt and the applicant has not put forward very special circumstances to justify the inappropriate development. As it stands, the proposed development for change of use is unacceptable in terms of land use.

Transport: Given the site's context and history, there are no strategic transport concerns. However, in progressing this application, the applicant and the Council should take account of the matters raised in respect of car and cycle parking, servicing arrangements and workplace travel plan.

In response to the Stage 1 letter the Applicant submitted a Transport Statement, Travel Plan and Noise Impact Assessment which were forward to the GLA in October 2018.

On 3rd May 2019, the GLA provided the a further response with regards to highways issues:

Following review of the additional documents, TfL make the following comments:

At stage 1, TfL raised concerns about the level of car and cycle parking, as well as requiring the development to provide a travel plan.

It is welcoming to see that car parking has been reduced to draft London Plan standards for B1 office use, with 36 spaces provided. It is further noted that disabled car parking has been provided in line with draft London Plan minimum standards, as well as a total of 4 active and 4 passive electric vehicle charging bays, which is considered to be acceptable.

It is understood that 32 cycle parking spaces are proposed, in conformity with the draft London Plan. Cycle parking location should be confirmed and should be designed and laid out in accordance with the London Cycling Design Standards (LCDS). It is further noted that showers, lockers and changing facilities will be provided, in accordance with the draft London Plan, and is therefore welcomed.

Swept path analysis showing delivery and servicing vehicles entering and exiting the site in a forward gear have been provided, and therefore this is considered acceptable. A workplace travel plan has been submitted. This commits to setting modal split targets once baseline surveys have been

undertaken and sets measures in order to reduce car travel, which is welcomed. LBH should, secure, monitor, enforce and ensure funding for the full Travel Plan by condition.

To date, no further comments have been received from the GLA with regard to Noise.

(Officer Comment: The Transport Statement submitted in October 2018 concluded that there would be a reduction in overall trip generation and the Noise Impact Assessment submitted in October 2018 concluded that 'During typical daytime hours (between 08:00 and 18:00), calculations indicate levels are within the region specified as an 'indication of the sound source having a low impact' as specified in BS 4142: 2014, with operations and mitigation as currently proposed.

It is therefore considered that the Transport Statement and Noise Assessment demonstrated that encroachment would not occur on the basis that the proposed development would introduce increased traffic activities resulting in air and noise pollution arising from HGV activities, which in essence means encroachment into the Green Belt as set out in paragraph 15 of the Stage 1 letter. Furthermore, paragraph 15 of the Stage 1 letter stated that 'the proposals do not encroach into Green Belt in terms of footprint and do not alter the built form; hence the proposals would have limited impact on openness'.

On this basis it is considered that the change of use of the buildings only would not result in encroachment and is therefore not inappropriate development in the Green Belt and so very special circumstances do not need to be demonstrated.)

Harefield Tenants and Residents Association

Thank you for notifying us of this application which we discussed with members at our last meeting. This is a Green Belt site and the application constitutes inappropriate development of the Green Belt. No special circumstances have been put forward by the applicant to warrant going against policy. Citing that other developments in the area have been given approval is not a valid argument. There is also no evidence submitted that planning approval had been given for the stated previous equestrian and menage use. New Years Green Lane is a small country lane and the generation of more traffic in the area is unacceptable. We request refusal.

Internal Consultees

Access Officer:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. 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.

Highways officer:

Daily projections of proposal vehicular activity have been provided however what is missing from the assessment, is the anticipated traffic impact on traffic congestion during peak morning and afternoon periods which is normally key given the substantive general traffic congestion issues currently in play within New Years Green Lane. However as overall traffic generation to and from the site is likely to be comparable or below previous use levels, there is no further demand regarding

peak hour usage data. For the above reasoning, the proposal, as it stands, is therefore considered acceptable on highway and transport grounds.

Environmental Protection Unit:

The application has minimal environmental impact so we have no objection to the application or comments to make.

Flood and Water management team:

Please can the applicants clarify the drainage aspects of the land utilised as concrete processing area. The application suggests that the soft top surface has been removed leaving a hard core and drainage layer and this is now used as a concrete processing area. Please confirm the drainage arrangements to prevent contamination and run off from the site. Please also note that large parts of this site are hard standing and there appear to be no controls over sw flowing off the site, which has contributed to significant flooding problems of the road used to access this site.

The above comments are addressed below in the Flood Risk section.

Contaminated Land Officer:

No comments received, an update will be provided in the Addendum report to committee.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site is within the Green Belt and proposes a permanent change of use of the existing buildings at Pylon Farm from equestrian (former agricultural) buildings to B1 (light industrial) and B8 (storage) with parking and landscaping. The buildings have not been operating in agricultural use for a number of years and this application seeks to formalise the planning position of the existing uses on the site.

Paragraph 133 of the NPPF says 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 146 of the NPPF allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. In summary, these are: a) mineral extraction; b) engineering operations; c) local transport infrastructure; d) the re-use of buildings; e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order.

The above principles are also echoed in policies OL2 and OL5 of the Hillingdon Local Plan Part 2- Saved UDP policies (2012).

In this case, the proposed development is not considered to have a negative impact on the openness of the Greenbelt and the proposed development relates to the change of use of the existing buildings only. Furthermore, the proposed development falls within category d) the re-use of buildings and is therefore considered appropriate development within the Green Belt. In this instance no very special circumstances are required in line with Paragraph 146 of the NPPF and policies OL2 and OL5 of the Hillingdon Local Plan Part 2- Saved UDP policies (2012).

7.02 Density of the proposed development

Not relevant to this application.

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

There are no Listed Buildings, Conservation Areas or Heritage Assets in the vicinity which would be affected by the proposed development.

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

Paragraph 133 of the NPPF says that 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.

London Plan Policy 7.16 says that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. This is reiterated in Local Plan (Part 1) Policy EM2 and Draft Local Plan (Part 2) Policy BMEI 4.

As set out above, Paragraph 146 of the NPPF allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. In summary, these are: a) mineral extraction; b) engineering operations; c) local transport infrastructure; d) the re-use of buildings; e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order. Saved UDP Policy OL1 says that acceptable uses within the greenbelt include agriculture, horticulture, forestry and nature conservation; open air recreational facilities; and cemeteries.

As the change of use is limited to the existing buildings only the proposed development is considered to preserve the openness of the Green Belt and is therefore in line with paragraph 146 of the NPPF. Furthermore, the proposed development includes the removal of some of the external storage areas and the formalisation of the on site car parking which is currently giving the appearance of an untidy and sprawling site. Soft landscaping is also proposed along the southern and western boundaries to protect long distance views from the Green Belt.

In summary, it is considered that the proposed development would improve what is existing on site in terms of visual impact and would provide screening for long distance views which is not currently there. Furthermore, the formalised car parking area and a condition restricting the hours of operation would ensure vehicular movements and disturbance is limited which would benefit to the wider area.

It is considered that in this instance no very special circumstances are required in line with Paragraph 146 of the NPPF, policies OL2 and OL5 of the Hillingdon Local Plan Part 2- Saved UDP policies (2012) and Local Plan (Part 1) Policy EM2 and Draft Local Plan (Part 2) Policy BMEI 4.

7.06 Environmental Impact

Environmental Matters are addressed elsewhere within the report.

7.07 Impact on the character & appearance of the area

Policies 7.4 and 7.6 of the London Plan (2016) and chapter 7 of the National Planning

Policy Framework (2018) stipulate that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. In addition, Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area. Policy BE1 of the Local Plan: Part 1 Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Draft Development Management Policy DMHB 11 seeks high quality design in all developments and aims to incorporate principles of good design including (but not limited to) the provision of landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposed development comprises the change of use of the buildings only and would enable the removal of the informal external storage that has gradually taken place over time to the detriment of the overall visual appearance. The proposed development includes the formalisation of the car parking on site which has also gradually encroached into the wider area over time. The visual impact of the car parking to the west of the buildings is currently exacerbated by the unlawful use of the menage on the adjacent site, which is the subject of a separate application which has recently been refused. Proposed landscaping will also improve the overall visual appearance of the area and improve long distance views.

Overall, the proposed development is considered to allow the existing commercial uses to continue operating on site whilst reducing the visual impact. The proposed development would contain the commercial uses within the existing buildings and would provide green screening to the car parking area from the southwest.

In summary the proposed development is considered acceptable in visual terms and would have a positive impact on the character & appearance of the area in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Draft Development Management Policy DMHB 11.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

There are no residential properties in close proximity to the site and the proposal complies

with relevant guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window. The proposal complies with relevant guidance and there would be no loss of privacy to adjoining occupiers. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

Noise

Hillingdon Local Plan: Part 2 - Saved UDP Policy OE1 says that planning permission will not normally be granted for uses which are detrimental to the character or amenities of surrounding properties or the area generally, because of:

- (i) the siting or appearance;
- (ii) the storage or display of vehicles, goods, equipment or other merchandise;
- (iii) traffic generation and congestion;
- (iv) noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

Because the proposed development would be contained within the buildings (with the exception of car parking) levels of noise, dust and disturbance in the locality are expected to be kept to a minimum in line with Local Plan: Part 2 - Saved UDP Policy OE1.

Conditions restricting the hours of operation would be added to the permission to ensure local residents are not disturbed outside of normal working hours. This would be an improvement on the current situation as no restrictions currently exist.

7.09 Living conditions for future occupiers

Not relevant to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at section 9 (Promoting sustainable transport) states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policies AM2, AM7 and AM14 which states that permission will not be granted for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used

to capacity, especially where such roads or junctions form part of the strategic London road network, or
(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety. This is reiterated by Draft Local Plan (Part 2) Policies DMT1 and DMT2.

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

Traffic Generation

The Transport Statement concluded that there would be a reduction in overall trip generation in comparison with the prior use. A Travel Plan was also submitted. The Councils Highways Team concluded there was no objection as the trip generation was being reduced overall.

Car Parking

The car parking area would be formalised on site and would be limited to 32 spaces including four wheelchair accessible spaces and six electric spaces. This represents a reduction in car parking to what is currently on site. However, due to the informal nature of the existing car parking specific numbers of existing car parking numbers are difficult to ascertain. The development would also provide 32 cycle spaces.

The proposed development would utilise the existing access from New Years Green Lane (signposted Pond Farm) and no alterations are proposed.

The Highways team have been consulted on the proposed application and have raised no objections to the proposed development. TfL have also commented on the proposals and have raised no objection. On this basis, the proposed development is considered acceptable on highways grounds in accordance with Hillingdon Local Plan: Part 2 - Saved UDP Policies AM2, AM7 and AM14 and Draft Local Plan (Part 2) Policies DMT1 and DMT2.

7.11 Urban design, access and security

Design issues have been dealt with elsewhere in this report.

In terms of security, a condition is recommended in order to ensure that the development achieves the principles of 'Secure by Design'.

7.12 Disabled access

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public and all housing development schemes must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon.'

With regard to this development, 4 accessible parking bays are proposed to be provided on-site in a formalised manner in compliance with these standards.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

Saved Policies OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) says that within the green belt, where development proposals are acceptable, the local planning authority will where appropriate seek comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives. Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The proposals include new landscaping to the south and west of the site and so long distance views from the Green Belt will be screened. Currently there is no landscaping in place and hardboard fences have been erected along the southern boundary to provide additional external storage. This area of external storage is to be removed and replaced with formalised car parking which is to be screened. Details of the landscaping scheme have been secured by way of condition.

The proposals are considered to represent significant improvements to the area with regards to trees landscaping in line with Saved Policies OL2 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

Local Plan Policy EM11 requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments.

Refuse will be dealt with in the same ways as existing with each business managing their own waste. However a condition securing details of waste will be added to the permission to ensure waste is dealt with in the most sustainable manner and to ensure visual impact is kept to a minimum.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions.

Due to this application comprising a retrospective consent for a change of use, no alterations to the building fabric are proposed. Therefore, the introduction of renewable energy measures have not been sought in this case. However, as discussed in the relevant Transport Section, the development does result in a reduction in vehicular movements and the provision of electric charging points for cars.

7.17 Flooding or Drainage Issues

The site falls within a Flood Zone 1. The site is therefore deemed to have a low probability of flooding as defined by the Environment Agency and no Flood Risk Assessment is required in this instance.

The Flood and Water Management team have been consulted on the application and have confirmed that details of site drainage and soakaways can be secured by way of condition.

7.18 Noise or Air Quality Issues

Paragraphs 170 and 180 of the NPPF say that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst other things) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and seek to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

The nearest residential properties are the four semi-detached houses which are located approx. 50m to the north on the other side of New Years Green Lane. Further to the east is St. Leonards Farm There is also a farm house at Pylon Farm itself.

With regard to the change of use applied for in this application, a Noise Impact Assessment has been submitted. The report concluded that during typical daytime hours (between 08:00 and 18:00), calculations indicate levels are within the region specified as an 'indication of the sound source having a low impact' as specified in BS 4142: 2014, with operations and mitigation as currently proposed.

The Environmental Protection team have been consulted on the application and have raised no objection to the proposals, subject to a condition restricting hours of operation. As such, the proposed development is considered unlikely to have adverse noise impacts on adjoining residents, in compliance with Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

The NPPF seeks to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants and states that opportunities to improve air quality or mitigate impacts should be identified. London Plan Policy 7.14 requires that development proposals minimise increased exposure to poor air quality and are at least 'air quality neutral'. Policy 5.3 requires that proposals meet the minimum standards in the Mayor's supplementary planning guidance, which includes minimising air pollution.

Local Plan Part 1 Policy EM8 also stipulates that development should not cause deterioration in the local air quality levels and Local Plan Part 1 Policy EM1 seeks to address climate change mitigation by targeting areas of poor air quality for additional emissions reductions.

Predicted air quality impacts associated with the operation phase road vehicle exhaust emissions are predicted to be negligible as vehicle movement are predicted to go down. However, it is recommended that a condition be applied that requires that a low emission strategy is produced so that there are enough incentives for the use of ultra low emission vehicles by the residents. This will include the requirement of electric charging points as per minimum requirements.

Subject to the above mentioned planning condition it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

Five notification letters were sent out to local residents and three responses have been received as summarised below:

1st letter:

Having perused the transport statement it is clear that the estimate of vehicle movements is trying to equate the local movement of horses to the wider distribution of concrete in HGVs. The HGV traffic generated by the existing concrete working is already having a negative impact on the residents of Ladygate lane. the concrete distribution lorries from this development that use Ladygate lane appear to belong to more than a dozen different companies and not just Cemgate. When breakspear road is closed for hs 2 works 44 ton articulated bulk carriers use Ladygate lane for bringing in supplies. this is a residential

street with two schools and a doctors surgery. the vehicles appear to travel the national speed limit and do not respect the traffic calming measures. this is the subject of a formal complaint to LBH.

In this regard it should be noted that Cemgate is currently located on the adjacent (former Menage) site which is within Pylon Farm but which does not form part of this application site. A separate application for the change of use of the Menage was submitted and has since been refused.

A second letter was received which did not object to the proposed development but did raise concerns relating to; the increase in HGV movements which causes congestion and damage to the road network; unrestricted hours of operation; and the increase in the number of pedestrians on New Years Green Lane with regard to their safety.

As above, some of the points raised related to the Cemgate site.

This letter was duplicated by West London Composting.

Third letter:

Strongly objected to the proposals on the grounds that the proposed development detracts from the openness of the Green Belt with particular regard to dust and HGV movements.

As above, some of the points raised related to the Cemgate site.

7.20 Planning obligations

It is considered that no Planning Obligations are required as a result of this development. Therefore none have been sought from the Applicant in this case.

7.21 Expediency of enforcement action

Not Applicable

7.22 Other Issues

Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016) seek to protect public safety in regards to contaminated land.

The application seeks permission for an existing use on the site retrospectively and does not propose any new buildings, albeit a new parking layout is proposed. None of the land uses are considered to pose a risk to ground contamination. Formal consultee comments from the Land Contamination Officer are still outstanding, and will be reported to planning committee in the Committee Addendum report.

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

None

10. CONCLUSION

The proposed development is considered to fall within category (d) the re-use of buildings) of paragraph 146 of the NPPF which allows for certain forms of development within the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it.

As the change of use is limited to the existing buildings, the proposed development is considered to preserve the openness of the Green Belt and is therefore in line with paragraph 146 of the NPPF. Furthermore, the proposed development includes the removal of some of the external storage areas and the formalisation of the on site car parking which is currently giving the appearance of an untidy and sprawling site. Soft landscaping is also proposed along the southern and western boundaries to protect long distance views from the Green Belt.

In summary, it is considered that the proposed development would improve what is existing on site in terms of visual impact and would provide screening for long distance views which is not currently there. Furthermore, the formalised car parking area and a condition restricting the hours of operation would ensure vehicular movements and disturbance is limited to reasonable numbers and hours of operation which would benefit to the wider area.

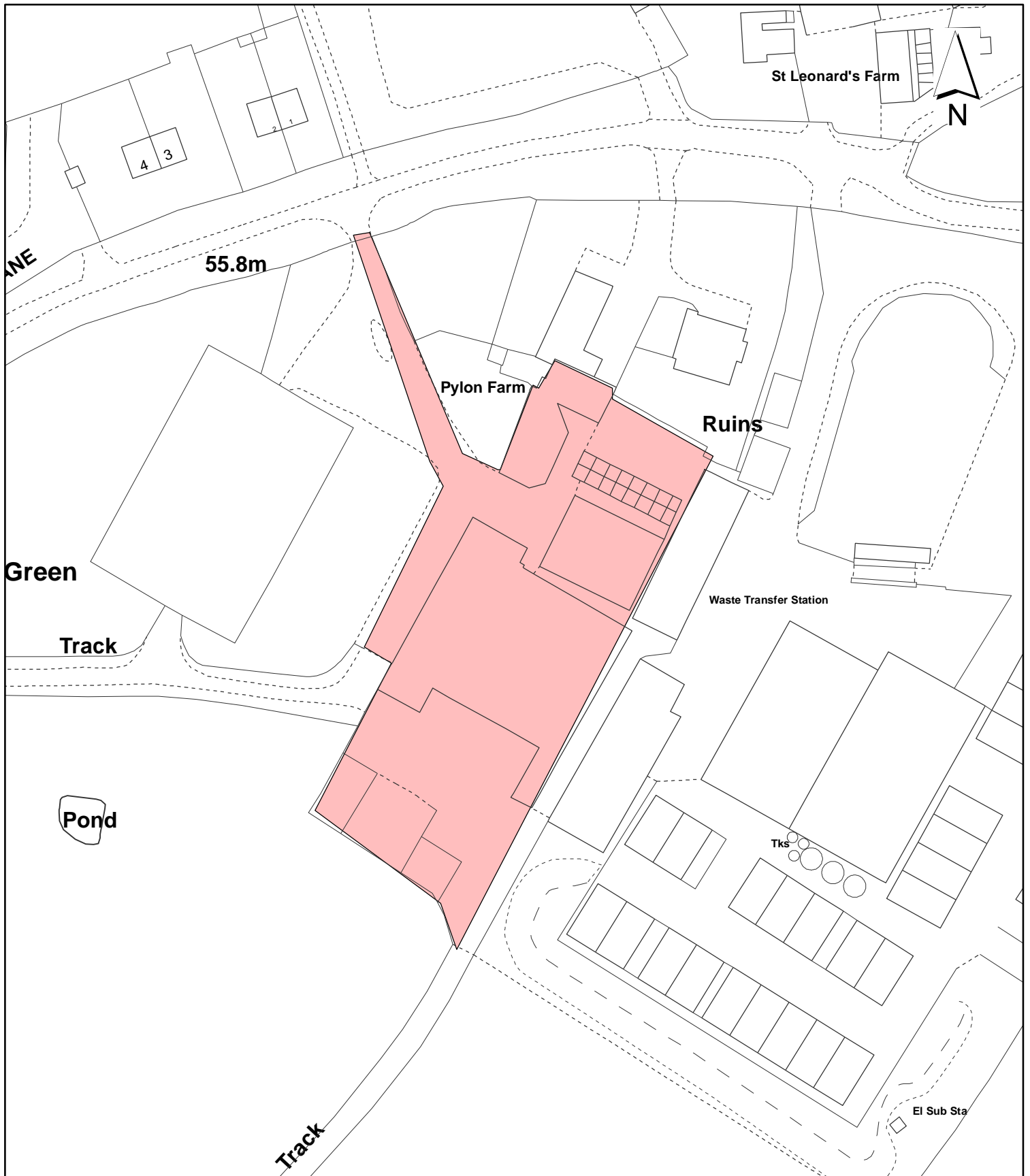
For the above reasons the proposed development is considered to be in accordance with the Development Plan and is therefore recommended for GRANT.

11. Reference Documents

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
Hillingdon Local Plan: Part One (2012)
Hillingdon Draft Local Plan (Part 2)
The London Plan (2016)
NPPF (2019)

Contact Officer: Faye Mesgian

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Notes:

 Site boundary

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Site Address:

**Pylon Farm
 New Years Green Lane**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

12579/APP/2018/2062

Scale:

1:1,250

Planning Committee:

Major

Date:

June 2019

