

**DELEGATED DECISION**

- Please select each of the categories that enables this application to be determined under delegated powers  
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

**APPROVAL RECOMMENDED: GENERAL** Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	<input type="checkbox"/>
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	<input type="checkbox"/>
3.	There is no Committee resolution for the enforcement action	<input type="checkbox"/>
4.	There is no effect on listed buildings or their settings	<input type="checkbox"/>
5.	The site is not in the Green Belt (but see 11 below)	<input type="checkbox"/>

**REFUSAL RECOMMENDED: GENERAL**

6.	Application is contrary to relevant planning policies/standards	<input type="checkbox"/>
7.	No petition of 20 or more signatures has been received	<input type="checkbox"/>
8.	Application has not been supported independently by a person/s	<input type="checkbox"/>
9.	The site is not in Green Belt (but see 11 below)	<input type="checkbox"/>

**RESIDENTIAL DEVELOPMENT**

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	<input type="checkbox"/>
11.	Householder application in the Green Belt	<input type="checkbox"/>

**COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT**

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	<input type="checkbox"/>
13.	Refusal of change of use from retail class A1 to any other use	<input type="checkbox"/>
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	<input type="checkbox"/>

**CERTIFICATE OF LAWFULNESS**

15.	Certificate of Lawfulness (for proposed use or Development)	<input type="checkbox"/>
16.	Certificate of Lawfulness (for existing use or Development)	<input type="checkbox"/>
17.	Certificate of Appropriate Alternative Development	<input type="checkbox"/>

**CERTIFICATE OF LAWFULNESS**

18.	ADVERTISMENT CONSENT (excluding Hoardings)	<input type="checkbox"/>
19.	PRIOR APPROVAL APPLICATION	<input type="checkbox"/>
20.	OUT-OF-BOROUGH OBSERVATIONS	<input type="checkbox"/>
21.	CIRCULAR 18/84 APPLICATION	<input type="checkbox"/>
22.	CORPSEWOOD COVENANT APPLICATION	<input type="checkbox"/>
23.	APPROVAL OF DETAILS	<input type="checkbox"/>
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	<input type="checkbox"/>
25.	WORKS TO TREES	<input type="checkbox"/>
26.	OTHER (please specify)	<input type="checkbox"/>

**The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application**

Case Officer:

Signature:

Date:

**A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.**

Team Manager:

Signature:

Date:

**The decision notice for this application can be issued.**

**Director / Member of Senior Management Team:**

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

<b>Item No.</b>	<b>Report of the Head of Development Management and Building Control</b>		
<b>Address:</b>	THE INSPIRATION GOLF CLUB DOWNES BARN FARM WEST END ROAD NORTHOLT		
<b>Development:</b>	Construction of a temporary (five years) Clubhouse with associated car park, landscaping, and enclosed service yard containing a single-storey storage shed, water tank, and pumps.		
<b>LBH Ref Nos:</b>	<b>2292/APP/2024/903</b>		
<b>Drawing Nos:</b>	AL-011-Rev-H AL-015-Rev-M AL-017-Rev-F Planning Statement, prepared by Enplan, dated March 2024 Energy Statement-V3, reference 23-E114-004, prepared by Ensphere Group Ltd, dated December 2023 02-1054-301-Rev-G AL-012-Rev-P AL-016-Rev-A		
<b>Date Plans received:</b>	09-04-24	<b>Date(s) of Amendments(s):</b>	08-04-24
<b>Date Application valid</b>	09-04-24		08-04-24

## 1. SUMMARY

On 26.03.2008, Hillingdon Council granted planning permission for an 18-hole golf course, clubhouse, car parking, access, and landscaping (see application reference 2292/APP/2006/2475). The applicant did not construct the previously approved clubhouse. The application site for this current application consists of part of the previously approved golf course.

The applicant seeks planning permission to construct a temporary (five-year) clubhouse with associated car park, landscaping, and enclosed service yard containing a single-storey storage shed, water tank, and pumps.

The application site is within the Green Belt.

The principle of the temporary clubhouse and associated works are acceptable and appropriate Green Belt development meeting the exceptional circumstances set out in Para 154 of the NPPF. Subject to attached conditions, the temporary building's design and appearance are appropriate, as is the proposed landscaping layout and cycle and car parking arrangement. The overall design of the building has been revised during the course of the application with more appropriate materials and design which would ensure the building maintains a sympathetic appearance within the site and the wider Greenbelt. The provision of a temporary building would also provide more suitable

facilities for the current members.

There would be no undue impact on residential amenity. Highways have raised no objections given the existing use has been in operation and provision of both sufficient cycle and car parking space. The nature of the development seeks permission for a temporary arrangement for up to 5 years. A condition has therefore been recommended the building and associated works are removed following this period.

Subject to conditions, it is recommended that the application be approved.

## 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. NONSC Non Standard Condition - Temporary Permission

The temporary structures (clubhouse and associated enclosed service yard containing a single-storey storage shed, water tank, and pumps) hereby permitted shall be removed and the land reinstated to its former condition no later than five years from the date of this permission. The removal and reinstatement required by this condition shall be completed within three months of the expiry of the temporary, five-year permission, unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To ensure the temporary nature of the structures and enclosures and to secure the satisfactory restoration of the site in the interests of the amenities of the area and in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### 3. HO2 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans;

AL-011-Rev-H  
AL-012-Rev-P  
AL-015-Rev-M  
AL-016-Rev-A  
AL-017-Rev-F  
02-1054-301-Rev-G

#### REASON

To ensure the development complies with the provisions of The London Plan (2021) and the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020).

**4. COM5 General compliance with supporting documentation**

The temporary clubhouse hereby permitted shall not be used until the following has been completed in accordance with the specified supporting document:

Energy Statement-V3, reference 23-E114-004, prepared by Ensphere Group Ltd, dated December 2023.

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

**REASON**

To ensure that the development complies with the objectives of Policy SI 5 of The London Plan (2021) and Policy DMEI 2 of the Local Plan Part 2 (2020).

**5. NONSC Non Standard Condition - Materials**

Prior to the commencement of any works on the temporary clubhouse structure, the type of external timber cladding, finish, colour/tone, treatment (including weathering or staining process), profile, and method of installation shall be submitted to and approved by the Local Planning Authority. Details shall include information about the make, product/type, colour, and photographs/images.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020).

**6. NONSC Non Standard Condition - Unauthorised Structures**

Within nine months of the date of this permission, all existing unauthorised structures, buildings, and associated materials identified on drawing number AL-011-Rev-H shall be permanently removed from the site and golf course grounds.

**REASON**

To secure the removal of unauthorised development from the site and to safeguard the visual amenities and proper planning of the area, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

**7. NONSC Non Standard Condition - Cycle Parking**

Prior to the first use of the development hereby approved, at least 22 covered cycle parking spaces shall be installed in accordance with the approved plans and shall be made available for use. The 22 cycle parking spaces shall thereafter be permanently retained on site, maintained, and be kept available for use.

**REASON**

To ensure appropriate cycle parking provision in accordance with Policy T5 of The London Plan (2021) and Policies DMT 2 and DMT 5 of the Local Plan Part 2 (2020).

**8. NONSC Non Standard Condition - Disabled Person Car Parking**

Prior to the first use of the development hereby approved, nine disabled person car parking spaces

shall be provided in accordance with the approved plans. The nine disabled person parking spaces shall be available for use upon first use of the clubhouse and thereafter be permanently retained on site and be kept available for use.

#### REASON

To ensure an appropriate level of onsite disabled person car parking is provided in accordance with Policy T6 of The London Plan (2021).

#### 9. NONSC Non Standard Condition - Landscaping

(i) Prior to the commencement of landscaping works and first use of the development hereby approved, details of the following shall be submitted to and approved by the Local Planning Authority:

- Finalised planting plans (including layout, quantities, species mix, planting densities, and locations of trees, hedgerows, shrubs, and groundcover).
- Details of turf, wildflower, and other seeded areas (including seed mixes, sowing methods, and establishment/maintenance regimes).
- Specification of hard landscaping materials (driveways, paving, surfacing), with product details where appropriate, together with confirmation of surface water management measures (e.g. permeable surfacing where feasible, appropriate falls and drainage channels, or other means of ensuring that water is directed to suitable soakaway/drainage systems and that surface flooding is avoided).
- A schedule of tree planting including species, sizes, and methods of protection and establishment.
- A landscape management and maintenance plan, detailing how all planted and seeded areas shall be cared for and replaced if they fail within the five year period.
- Details of boundary treatments.

(ii) All planting, seeding, and turfing in the approved landscaping scheme shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first use of the approved development and maintained in accordance with the landscape management and maintenance plan. The new planting and landscape operations shall comply with the requirements specified in BS3998:2010 - 'British Standard Recommendations for Tree Work'.

#### REASON

To ensure that the proposed development makes a satisfactory contribution to the enhancement of the visual amenities of the locality in accordance with Policy G7 of The London Plan (2021) and Policies DMHB 11 and DMHB 14 of the Local Plan Part 2 (2020).

#### 10. SUS8 Electric Charging Points

Prior to the first use of the development hereby approved, active electric vehicle charging facilities shall be installed and made available for use at 16 car parking spaces. The active electric vehicle charging infrastructure shall thereafter be permanently retained on site, maintained, and be kept available for use.

#### REASON

To ensure an appropriate level of onsite electric vehicle charging facilities are provided in accordance with Policy T6 of The London Plan (2021).

#### 11. A20 Step-Free Access

Step-free access shall be provided via all points of entry and exit to/from the temporary clubhouse structure. These measures shall be implemented prior to first use and retained for the lifetime of the development.

#### REASON

To ensure an inclusive design is achieved and maintained in accordance with Policy D5 of The London Plan (2021).

#### 12. NONSC Non Standard Condition - Water Efficiency

The development hereby approved shall minimise the use of mains water by achieving at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development), and incorporate measures such as smart metering, water saving, and recycling measures, including retrofitting.

#### REASON

To minimise the use of mains water, water supplies, and resources in accordance with Policy SI 5 of The London Plan (2021).

### 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. 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](http://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.

### 3. 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 Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

### 4. I70 LBH worked applicant in a positive & proactive (Granting)

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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### 5. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingsdon.gov.uk](mailto:planning@hillingsdon.gov.uk). The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:  
[www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as

a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

## **6. 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).

## **7. I99 Non Standard Informative - Unauthorised Structures**

This permission does not regularise any structure or use of land other than that hereby approved. The applicant is advised that failure to remove the unauthorised structures within the timescale specified may result in enforcement action by the Local Planning Authority.

# **3. CONSIDERATIONS**

## **3.1 Site and Locality**

The 0.88-hectare application site comprises land in the southeastern corner of 'The Inspiration Golf Course' at Downes Barn Farm, West End Road. The golf course extends beyond the application site to the north and west. The site is to the west of West End Road and south of the A40. It comprises the area originally proposed and approved for the golf course's permanent clubhouse (see application reference 2292/APP/2006/2475). The site consists of an associated car park and recently installed temporary structures (toilet block, marquee, and shop) that do not have planning permission.

The golf course and application site are part of a broader Green Belt designation. It is within an Air Quality Management Area (AQMA).

The site's access is via West End Road to the east, and it has a Public Transport Accessibility Level (PTAL) of 1a and 1b ('very poor').

To the south of the golf course (and the application site) is Sharvel Lane, beyond which is land comprising open fields in other leisure use (a shooting school and club) as well as a trading estate. There are existing hedges along the site boundary, as well as a post and rail fence.

To the east of the central area of the application site is an existing house, Downes Barn Farm, and the access road to the clubhouse curves around the property boundary. To the east of the site, on the opposite side of West End Road, there is some residential development set back behind a grassed area. There is another golf course beyond this development, further to the east. That golf club is also owned and operated by the applicant.

To the north of the site, adjacent to the boundary of the golf course, is C & L Country Club. Further north of that is the A40 with Northolt Aerodrome and further residential development beyond.

To the west of the site is the golf course, beyond which are fields and woodland, including a Local Nature Reserve and public open space.

### 3.2 Proposed Scheme

The proposal consists of the construction of a temporary (five-year) single-storey Clubhouse with associated car park, landscaping, and enclosed service yard containing a single-storey storage shed, water tank, and pumps.

The temporary clubhouse would measure 24 metres wide and 16 metres deep, with a floor area of 384 sq. m. It would have a lean-to roof with an eaves height of three metres and a ridge height of 4.4 metres. Its external walls would be clad predominantly in timber.

The proposal includes associated car parking, cycle parking, soft landscaped planting, and hardsurfaced paths, an external patio, and refuse and recycling storage. There would be 90 formal/demarked car parking spaces. Of these, nine spaces would be Blue Badge disabled person parking, five would be brown badge spaces, and 16 would be active electric vehicle charging points (EVCPs). There would be an additional 16 informal overflow spaces. The proposal includes 22 covered cycle parking spaces and six covered motorcycle parking spaces.

To the west of the car park would be a service yard containing a water tank, pumps, and a compound shed. The shed would have a floor area of 200 sq. m. and a ridge height of 4.56 metres. The water tank would have a diameter of 11.6 metres and a height of 3.9 metres. The pump housing would be 4.5 metres wide and 2.9 metres deep with a height of 2.7 metres. The service yard would be enclosed by a two-metre-tall timber fence with access via a gate adjacent to the car park.

### 3.3 Relevant Planning History

2292/APP/2024/901            THE INSPIRATION GOLF CLUB DOWNES BARN FARM WEST END ROAD NORTHOLT

Construction of permanent Clubhouse with car park and associated landscaping.

ENF/302/20

Unauthorised use of site as a waste transfer station

**Decision:**                      No Further  
Action(P)

ENF/28/17

(OCPECOND) PEO - Breach of condition

**Decision:**                      No Further  
Action(P)

ENF/502/14/

Alleged breach of planning conditions

**Decision:**

2292/APP/2008/3021 LAND ADJACENT TO DOWNE BARNS FARM WEST END ROAD  
NORTHOLT

Details pursuant to discharge of conditions 4 (Anti-Roosting Measures), 23 (Wet ponds management) and 25 (Surface Water Drainage) and PARTIAL DISCHARGE of 33 (Land Contamination) in compliance with planning permission ref.2292/APP/2006/2475 dated 15/09/2006 (golf course, new clubhouse, car parking, access and landscaping).

**Decision:** 13-04-2018 Approval

2292/APP/2008/3020 LAND ADJACENT TO DOWNE BARNS FARM WEST END ROAD  
NORTHOLT

Details of conditions 15 (Tree Protection), 26 (Archaeological Scheme) and 44 (Survey Plan) in compliance with planning permission ref.2292/APP/ 2006/2475 dated 15/09/2006: Golf course, new clubhouse, car parking, access and landscaping.

**Decision:** 13-04-2018 Approval

2292/APP/2008/3022 LAND ADJACENT TO DOWNE BARNS FARM WEST END ROAD  
NORTHOLT

Details of conditions 10 (traffic arrangements), 20 (construction), 29 (plant/machinery noise), 32 (site/soil storage), 35 (wheel cleaning) and 36 (dust protection) in compliance with planning permission ref.2292/APP/2006/2475 dated 15/09/2006: Golf course, new clubhouse, car parking, access and landscaping.

**Decision:** 12-04-2018 Approval

2292/APP/2008/2930 LAND ADJACENT TO DOWNE BARNS FARM WEST END ROAD  
NORTHOLT

Details of conditions 16 (landscaping scheme) and 22 (boundary treatment) in compliance with planning permission 2292/APP/2006/2475 (golf course, new clubhouse, car parking, access and landscaping), dated 26 March 2008.

**Decision:** 28-03-2018 Approval

2292/APP/2008/2874 LAND ADJACENT TO DOWNE BARNS FARM WEST END ROAD  
NORTHOLT

Details of conditions 2 (external materials), 3 (clubhouse), 5 (building entrances), 7 (ground floor levels) & 31 (air extraction) in compliance with planning approval 2292/APP/2006/2475 (golf course, new clubhouse, car parking, access and landscaping), dated 15 September 2006.

**Decision:** 28-03-2018 Approval

2292/APP/2008/2877 LAND ADJACENT TO DOWNE BARNS FARM WEST END ROAD  
NORTHOLT

Details of conditions 11 (cycle parking), 13 (car parking), 8 (refuse storage), 9 & 24 (waste recycling) in compliance with planning approval 2292/APP/2006/2475 (golf course, new clubhouse, car parking, access and landscaping), dated 15 September 2006.

**Decision:** 21-11-2008 Approval

2292/APP/2006/2475 LAND ADJACENT TO DOWNE BARNS FARM WEST END ROAD

## NORTHOLT

CONSTRUCTION OF 18 HOLE GOLF COURSE, NEW CLUBHOUSE, CAR PARKING, ACCESS AND LANDSCAPING.

**Decision:** 26-03-2008 Approval

2292/APP/2000/1391 DOWN BARNS FARM WEST END ROAD RUISLIP

ERECTION OF MOBILE TELEPHONE BASE STATION COMPRISING 15 METRE LATTICE MAST, 6 ANTENNAS, 2 MICROWAVE DISHES (0.6 METRE DIAMETER) AND AN EQUIPMENT CABIN FENCED WITHIN A COMPOUND (CONSULTATION UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)

**Decision:** 12-07-2000 Prior Approval Req.

2292/APP/1999/2637 LAND ADJ. TO C&L COUNTRY CLUB, DOWN BARNES FARM WEST END ROAD NORTHOLT

ERECTION OF A 20 METRE HIGH TELECOMMUNICATIONS MAST, EQUIPMENT CABIN AND ANCILLARIES WITHIN A 1.8 METRE PALISADE FENCE

**Decision:** 07-06-2000 Refusal

2292/B/80/1453 DOWN BARNS FARM WEST END ROAD RUISLIP

Details in compliance with 02292/800526(P)

**Decision:** 14-08-1980 Approval

2292/A/80/0526 DOWN BARNS FARM WEST END ROAD RUISLIP

Extension to form sitting room and additional bedroom for private dwelling.

**Decision:** 19-06-1980 Approval

### Comment on Planning History

The relevant planning history attached to this site is referenced above.

2292/APP/2006/2475:

CONSTRUCTION OF 18-HOLE GOLF COURSE, NEW CLUBHOUSE, CAR PARKING, ACCESS AND LANDSCAPING.

Approved on 26.03.2008.

#### 4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **15th October 2025**

4.2 Site Notice Expiry Date: Not applicable

## 5. Comments on Public Consult

### EXTERNAL CONSULTEES:

The Council consulted 43 neighbouring properties by letters dated 17.04.2024. The Council reconsulted these neighbours on 28.03.2025.

The consultation period expired on 17.10.2025.

One comment was received from the public, stating:

'I am a Hillingdon resident and have been a member at the club for 13 months. I have found the new golf club a great place to meet fellow residents and others from neighbouring borough. We have a great new community of all ages, abilities, ethnicities and genders. Whilst I understand the planning process takes time it would really good for the 300 member and those visiting from other parts of the country and abroad if the plans can be approved and building completed asap and ahead of the winter months. Thank you for the opportunity to comment.'

### INTERNAL CONSULTEES:

LBH Highways Officer:

No objection.

LBH Urban Design and Landscape Officer:

No objection subject to condition.

## 6. Local Plan Designation and London Plan

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

### Part 1 Policies:

PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM5	(2012) Sport and Leisure
PT1.BE1	(2012) Built Environment
PT1.CI2	(2012) Leisure and Recreation

### Part 2 Policies:

DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 2	Reducing Carbon Emissions
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping

DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMEI 14	Air Quality
LPP SI1	(2021) Improving air quality
LPP G7	(2021) Trees and woodlands
LPP S5	(2021) Sports and recreation facilities
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP G2	(2021) London's Green Belt
LPP D5	(2021) Inclusive design
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land

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

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

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

#### Material Considerations

The National Planning Policy Framework (NPPF) (2024) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

## 7. MAIN PLANNING ISSUES

### 7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact the amenity, daylight, and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy

for residents, and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces.

On 26.03.2008, Hillingdon Council approved planning permission on the application site for a new permanent clubhouse associated with the 18-hole golf course. The applicant did not construct this ancillary golf clubhouse and now seeks permission for a smaller, temporary clubhouse. The temporary clubhouse would broadly be in the same location as the previously approved, larger, permanent clubhouse. Site access and the parking arrangements are also broadly consistent with the original consent. The golf course would remain unchanged from the previous approval. As such, the application would have no greater impact on residential amenity than the previous 2008 approval and established, lawful golf course and associated clubhouse use. Therefore, the proposal for a temporary clubhouse and associated service yard, parking, and landscaping would not unduly harm the residential amenities of neighbouring occupiers.

The proposed development complies with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

## **7.2 Impact on Street Scene**

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design.

The proposed single-storey temporary clubhouse would be modest in scale, with a floor area of approximately 384 sq. m. (the previously approved permanent clubhouse had a floor area of approximately 458 sq. m.), and a maximum ridge height of 4.4 metres. Its simple, building form, lean-to roof profile, and low eaves of 3 metres would ensure a subordinate and unobtrusive appearance, appropriate to the open character of the golf course and Green Belt. The use of timber cladding as the primary external material would reinforce the building's natural, rural character and allow it to blend sympathetically into the landscape. The proposed landscaping around the building and car park would further soften its appearance and assist with integrating the development into the site. The enclosed service yard would be visually contained and screened by a two-metre-tall timber fence, ensuring that operational equipment, such as the storage shed, water tank, and pumps would not unduly detract from the openness or visual quality of the area. A condition is attached regarding materials and landscaping.

Given the building's siting within the established golf course, set well back from the public highway and screened by vegetation, the proposal would not appear prominent in the street scene or broader Green Belt. Views from surrounding public vantage points would be limited, and where visible, the structure would have a low profile that appears as an appropriate functional structure that supports the golf course's use.

The proposed development would be of an appropriate scale, design, and materiality for its setting and would maintain the visual amenity and character of the Green Belt. The temporary nature of the clubhouse further ensures that any visual impact would be reversible at the end of the five-year period.

Furthermore, the unauthorised temporary structures that are currently on the site would be

removed. A condition is attached to ensure their prompt removal.

The proposal therefore complies with Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), achieving a high standard of design that respects the character and appearance of the site and its surroundings.

### **7.3 Traffic Impact/Pedestrian Safety**

Covered in the following section of this report.

### **7.4 Carparking & Layout**

Policy T3 of The London Plan (2021) states that development should enhance transport connectivity and capacity and ensure that new development is located and designed to promote sustainable travel patterns. Policy T4 states that development should not result in unacceptable impacts on the safety or efficiency of the transport network. Policy T5 states that development should encourage cycling through the provision of high-quality, safe and accessible cycle facilities, including cycle parking that meets or exceeds the minimum London Plan standards. Policy T6, T6.4, and T6.5 states that car parking should be restricted in line with the Plan's maximum standards, promoting sustainable travel and reducing car dependency. Disabled persons parking must be provided in accordance with policy requirements. Policy T7 states that development should demonstrate how freight, servicing, and construction activity will be managed safely and efficiently, minimising impacts on the highway network and residential amenity.

Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan: Part 2 - Development Management Policies (2020) require the Council to consider 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 DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.

The site has a Public Transport Accessibility Level (PTAL) of 1a ('very poor') and as such heightens dependency on the use of private motor transport.

The proposal includes associated car parking, cycle parking, soft landscaped planting, and hardsurfaced paths, an external patio, and refuse and recycling storage. There would be 90 formal/demarked car parking spaces. Of these, nine spaces would be Blue Badge disabled person parking, five would be brown badge spaces, and 16 would be active EVCPs. There would be an additional 16 informal overflow spaces. The proposal includes 22 covered cycle parking spaces and six covered motorcycle parking spaces.

The Local Highway Authority has been consulted about this application. They stated that all transport and highway related issues to the golf course were dealt with as part of the extant and implemented 2008 permission (see planning application reference 2292/APP/2006/2475). The updated provisions for electric vehicle charging points, disabled parking compliant bays, bicycle and motorcycle provisions are acceptable. There is no transport or highway objections to the proposal. Conditions are attached to secure the provisions of electric vehicle charging points, disabled parking compliant bays, bicycle and motorcycle parking.

Subject to conditions, the proposal complies with Policies T3, T4, T5, T6, T6.4, T6.5, and T7 of The London Plan (2021) and Policies DMT 1, DMT 2, and DMT 6 of Hillingdon Council's Local Plan: Part 2 - Development Management Policies (2020)

### **7.5 Urban Design, Access and Security Considerations**

See 'Impact on Street Scene'.

## 7.6 Other Issues

### PRINCIPLE OF DEVELOPMENT:

Green Belt:

Paragraph 153 of the NPPF (2024) states that inappropriate development, is by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 154 of the NPPF (2024) states that a Local Planning Authority should regard development as inappropriate in the Green Belt unless it falls within the stated list of exceptions within Paragraph 154. Paragraph 154 states that development in the Green Belt is inappropriate unless, inter alia, it involves 'the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.'

Policy EM2 of the Local Plan: Part One (2012) notes that any proposals for development in the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test. Policy EM5 seeks to safeguard, enhance, and extend the network of sport and leisure spaces that meet local community needs and facilitate active lifestyles by providing active sport and leisure spaces within walking distance of home. Policy C12 states that the Council will, seek to secure good quality, well maintained leisure and recreation facilities to address identified deficiencies and meet the needs of local communities.

Policy DMEI 4 of the Local Plan: Part Two (2020) notes inappropriate development in the Green Belt will not be permitted unless there are very exceptional circumstances.

The principle of the temporary development is acceptable given the previous consent for a permanent golf course and associated clubhouse that was not implemented but approved in broadly in the same location as the proposed temporary golf course clubhouse. The permitted golf course requires an ancillary clubhouse to operate optimally. The golf course provides an outdoor leisure and recreation use, promoting physical activity and health. The proposal's single-storey design, low profile, and temporary nature would preserve the openness of the Green Belt. Furthermore, the temporary (five-year) structure would have a notably smaller floor area (74 sq. m. smaller) than the previously approved permanent clubhouse, and would be timber-clad, thus, minimising its visual impact on the Green Belt's openness. Therefore, the proposal complies with Paragraph 154 NPPF (2024), and is appropriate Green Belt development.

As the principle of the development has been established for a golf club on the site and the current scheme also meet exceptional circumstances (Para 154 part b), a Green Belt assessment was not required to be undertaken.

The scheme accords with the aims of the NPPF (2024), Policies EM2, EM5, and C12 of the Hillingdon Local Plan: Part One Strategic Policies (2012), and Policy DMEI 4 of the Local Plan: Part Two (2020).

### TREES AND LANDSCAPING:

Policy G7 of the London Plan (2021) states that development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing

value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system.

Policy DMHB 14 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states that:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees onsite must be provided or include contributions to offsite provision.

The applicant has submitted Landscape Strategy General Arrangement plan (02-1054-301-Rev-G). The Council's Urban Design Officer has reviewed the application and confirmed they have no objection to the proposal, subject to securing conditions requiring a detailed landscaping scheme. Accordingly, a landscape condition is attached.

Subject to condition, the proposed development would enhance existing landscaping, trees, and biodiversity.

The proposal would thus accord with the aims of Policy G7 of the London Plan (2021) and Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### BIODIVERSITY NET GAIN:

In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for small sites on 2 April 2024. Developers must deliver a BNG of at least ten per cent. This means a development will result in more or better-quality natural habitat than there was before development. The landowner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition

Policy 15 of the National Planning Policy Framework (2024) requires planning decisions to contribute to and enhance the natural and local environment by minimising impacts and delivering net gains for biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan Part Two (2020) requires applications to be informed by appropriate ecological survey work and encourages adherence to BS 42020:2013. Where relevant, the DEFRA biodiversity impact calculator must be used to demonstrate net gain or no net loss.

The application only seeks a five-year temporary permission after which time the proposed clubhouse, service yard, and enclosure would be removed from the site and returned to good. BNG guidance (2024) states that BNG does not apply to temporary permissions where land will be reinstated. If permanent retention is sought after five years, then demonstration of onsite BNG would be required and duly considered by the Local Planning Authority in any subsequent full

planning application.

The proposal complies with Policy 15 of the National Planning Policy Framework (2024) and Policy DMEI 7 of the Hillingdon Local Plan Part Two (2020).

#### FLOOD RISK AND DRAINAGE:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The application site is in Flood Zone 1, where the risk of flooding from rivers or seas is low. It is not in a Critical Drainage Area or susceptible to surface water flooding. As such, all forms of development, including 'more vulnerable' uses, are acceptable in terms of fluvial and tidal flood risk in this location.

The submitted planning statement states that the proposal would incorporate rainwater collection for watering landscaped areas, permeable paving for car parking areas to reduce surface water run-off, landscaping/planting around the clubhouse to reduce surface water run-off and enhance biodiversity, and dual flush toilets and water saving fittings with dishwashers/washing machines specified to minimise water usage. The attached landscaping condition includes the requirement to submit further details regarding surface water management measures (e.g. permeable surfacing where feasible, appropriate falls and drainage channels or other means of ensuring that water is directed to suitable soakaway/drainage systems and that surface flooding is avoided).

Subject to condition, the proposed development would not increase the risk of surface water flooding on the site or elsewhere and would comply with Policies SI 12 and SI 13 of the London Plan (2021) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2- Development Management Policies (2020).

#### ACCESS:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination based on 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 and take steps to address barriers that might impede disabled people.

Policy D5 of The London Plan (2021) requires development proposals to achieve the highest standards of accessible and inclusive design.

An appropriate condition is attached regarding step-free access as well as the provision of disabled person car parking.

Subject to condition, the proposal would achieve accessible and inclusive design, and complies with Policy D5 of The London Plan (2021).

#### SUSTAINABILITY:

Policy SI 5 of The London Plan (2021) states that development proposals should, achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development) and incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.

The applicant submitted an Energy Statement (V3, reference 23-E114-004, prepared by Ensphere Group Ltd, dated December 2023).

Whilst the principle of London Plan Policy SI 2 is relevant, it explicitly refers to 'major development'. The proposed development is a minor application for a temporary period of only five years. Thus, no energy statement is required to demonstrate a policy level of on-site carbon emission savings. Notwithstanding, the submitted Energy Statement states that 'the approach follows the Energy Hierarchy, and a series of measures help to demand reduction, improve efficiency, implement renewable energy and also monitor/report usage. Energy efficient lighting and appropriate controls shall be employed throughout the development. An all-electric heating system for space and hot water heating is proposed to align with the decarbonisation of the National Grid. The building is expected to achieve an on-site carbon saving of 22 per cent relative to Part L 2021. As it is intended as a temporary structure, renewable technologies beyond the proposed air source heat pump (ASHP) are not considered appropriate. The building will be replaced by a permanent structure in due course that achieves an on-site carbon saving of >35% relative to Part L 2021.'

A condition is attached requiring the proposed development to comply with the submitted Energy Statement, and achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development).

Subject to condition, the proposal would therefore comply with Policy SI 5 of The London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### AIR QUALITY:

Policy SI 1 of The London Plan (2021) states that development proposals should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits, or create unacceptable risk of high levels of exposure to poor air quality.

DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should demonstrate appropriate reductions in emissions to sustain

compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. As a minimum, they should be at least 'air quality neutral,' include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new, and actively contribute towards the improvement of air quality, especially within the AQMA.

Whilst the application site is within an AQMA, it is a minor, 384 sq. m. application for a temporary (five-year) structure on land previously approved as an 18-hole golf course with a permanent clubhouse which was not built. As such, no further mitigation is necessary to mitigate the impacts

The proposal complies with Policy SI 1 of The London Plan (2021) and DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### COMMUNITY INFRASTRUCTURE LEVY:

As of 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sq. m. or more were liable for the Mayoral Community Infrastructure Levy (CIL), as legislated by the CIL Regulations 2010 and The CIL (Amendment) Regulations 2011. From April 2019, the liability payable is £60 per sq. m. The MCIL2 charging schedule rate, including indexation for calendar year 2025, is £71.09 per sq. m. The London Borough of Hillingdon Council is a collecting authority for the Mayor of London, and this liability shall be paid to the London Borough of Hillingdon Council in the first instance.

The Council adopted its own Community Infrastructure Levy (CIL) on 1 August 2014. The Hillingdon CIL charge is in addition to the Mayoral CIL charge.

A CIL Application Form has been received with the application. The application is MCIL liable, with the applicant stating there would be 488 sq. m. new floorspace. This results in an MCIL charge. The final amount will be reviewed post-determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

#### CONCLUSION:

The proposed development complies with the objectives of the National Planning Policy Framework (2024), The London Plan (2021), and Hillingdon Council's Local Plan Part One Strategic Policies (2012) and Part Two Development Management Policies (2020).

It is recommended that planning permission be granted, subject to conditions.

#### 8. Reference Documents

National Planning Policy Framework (2024)

The London Plan (2021)

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

Hillingdon Local Plan: Part Two - Development Management Policies (2020)

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