

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING, DESIGN AND ACCESS STATEMENT

Demolition of existing buildings and erection of new staff facilities
with education hub and recycling stalls and associated alterations

**THE BUNGALOW, NEW YEARS GREEN LANE, HAREFIELD,
LONDON UB8 6LX**

REFERENCE: 2022/D/334/P
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1 SITE AND SURROUNDINGS

- 1.1 The application site is a previously developed land in the Green Belt and it comprises a detached bungalow previously used by a farmer who passed away in 2008. Then the entire site reverted to London Borough of Hillingdon. Since then, the site has been vacant and suffered frequent fly tippers, anti-social behaviours, unauthorised intruders, etc. There are also outbuildings which were used as stables by the previous farmer and are in very poor and structurally unsound condition currently. There are also existing hardstanding areas across the site.
- 1.2 The surrounding area is predominantly undeveloped but the directly adjacent site to the west is the Civic Amenity Site and Recycling Centre. The application site temporarily accommodated a Civic Amenity Facility for a year for use during the redevelopment of the Civic Amenity Site and Recycling Centre in early 2010s.
- 1.3 The application site is not located in a Conservation Area and there are no listed buildings on-site. Although there are Grade II Listed Buildings to the south of the site, these are located well away from the application site and heavily screened by landscaping and therefore the application site would not form the setting of these Grade II Listed Buildings.
- 1.4 The application site is located in the Flood Risk Zone 3.

2 RELEVANT PLANNING HISTORY

- 2.1 In July 2010, planning permission 29665/APP/2010/617 was granted in relation to the construction of a temporary Civic Amenity Facility for use during redevelopment of the Harefield Civic Amenity Site including temporary change of use of bungalow to office and staff welfare facility. This planning permission was a temporary permission for a year.

3 PROPOSED DEVELOPMENT

- 3.1 Demolition of existing buildings and erection of new staff facilities with education hub and recycling stalls and associated alterations.

4 PLANNING POLICY

- 4.1 National Planning Policy Framework (2021)
- 4.2 London Plan (2021)
- 4.3 Hillingdon Strategic Policies (2012)
- 4.4 Hillingdon Development Management Policies (2020)

5 COMMENTS

USE

Provision of proposed development at loss of housing

- 5.1 Policy H8 of the London Plan (2021) and Policy DMH 1 of the Development Management Policies (2020) note that the loss of existing housing would be resisted and should be replaced by at least equivalent residential floorspace.
- 5.2 However, Paragraph 4.5 of the Development Management Policies (2020) also notes that the Council recognises that exceptional circumstances may exist which outweigh the loss of residential units and each case for exceptional circumstances will be assessed on its merits.
- 5.3 The existing bungalow has not been used for residential purposes for well over a decade and it is no longer fit for purpose (see below image). As such, the proposed development would not necessarily result in the loss of existing housing in real terms.



- 5.4 Furthermore, there is a significant need for the proposed development because the demand for household waste and recycling at the Civic Amenity Site and Recycling Centre have increased to the extent that the traffic frequently queue into Harvil Road. The relocation of the ancillary staff facilities and car parking to the adjacent site will release space to increase more recycling area and safe traffic flow, whilst also bringing back the long-term vacant site back into active use.
- 5.5 The proposed development would generate increased employment opportunities of circa 15 full time jobs.
- 5.6 As such, there are exceptional circumstances that outweigh the loss of the existing bungalow in line with the Paragraph 4.5 of the Development Management Policies (2020).

Flood risk

- 5.7 Flood risk issues are dealt with in a separate flood risk report (5138-NEWY-ICS-XX-RP-C-07.001B - Flood Risk Assessment.pdf).

Green Belt

- 5.8 The National Planning Policy Framework (2021) and Policy DMEI 4 of the Development Management Policies (2020) notes that inappropriate development should not be approved in the Green Belt except in very special circumstances.
- 5.9 However, whilst Paragraph 149 of the National Planning Policy Framework (2021) notes that the construction of new buildings is to be treated as inappropriate in the Green Belt, it also sets out exceptions. One of the exceptions to inappropriate development is limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt than the existing development.
- 5.10 The proposed development would make use of the existing hardstanding areas at the application site. The proposed buildings would be built on the existing hardstanding areas and would not encroach on to

undeveloped greenfield areas. The only small increase in the area of hardstanding would be improvements related to the safe ingress and egress of the site by way of the proposed link with the Civic Amenity Site and Recycling Centre which would use permeable gravel in any event. This is a small increase in hardstanding at ground level and would not have a greater impact on the openness of the Green Belt than the existing development.

- 5.11 The actual building footprint at the application site as existing is 563.9 sqm. The existing barn building (105 sqm) would be retained and the remaining buildings (458.9 sqm) would be demolished. The proposed buildings would have a total footprint of 650 sqm. As such, the net increase in the total building footprint arising from the proposed development would be only 191.1 sqm. In any event, this footprint increase would take place on the existing hardstanding areas at the application site. Therefore, the small increase in the building footprint would not materially increase the total area of hardstanding at the application site; meaning the small increase in the building footprint would not have a greater impact on the openness of the Green Belt than the existing development.
- 5.12 The proposed buildings would remain single storey structures and would not be materially taller than the existing buildings. In any event, the views into the application site are heavily screened by way of mature landscaping. In this context, the height of the proposed development would not have a greater impact on the openness of the Green Belt than the existing development.
- 5.13 The volume of existing buildings on the site
- 5.14 As such, the proposed development would not be an inappropriate development in the Green Belt as it is a redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt than the existing development. This accords with the Paragraph 149 of the National Planning Policy Framework (2021).
- 5.15 In the event the proposed development was considered to be an inappropriate development in the Green Belt, very special circumstances

exist to justify the development as per the Paragraph 147 of the National Planning Policy Framework (2021).

- 5.16 Recent changes to waste legislation (the Environmental Act 2021) by central government to boost recycling rates and resource efficiency requires the site exposure to ensure Hillingdon is meeting its strategy duties.
- 5.17 It is estimated that Hillingdon population¹ will increase by 14% by 2026, equating to 123,000 additional households. This projected rise is estimated to contribute an extra 50,000 tons in waste tonnage at the site. To accommodate the tonnage increase, there is a need for the site to be expanded, especially given the current capacity limitation of 74,000 tons.
- 5.18 London Borough of Hillingdon has only one fully operational waste management site located at northern part of the borough. This site is used by all residents from Harefield at north to all the way to the south up to Heathrow. There is another site in West Drayton area operated by a private company, Powerday, but residents can only use this during weekends.
- 5.19 The Harefield Civic Amenity Site caters for residential and pay per weight commercial waste. Drawing no 2018/D268/LC/01 shows the Licenced layout which includes Salt Barn and parking for Green Spaces vehicles (Mobile Plant Storage Area). Green Spaces is part of the Council who maintains parks, etc. and they use this site for parking pickup vans of around 15. The current use of the facility during the operational hours is found to be at its maximum capacity during peak times resulting in longer awaiting time leading to vehicles queuing into Harvil Road causing obstruction for other traffic users along the narrow single width New Years Green Lane.
- 5.20 The proposal development offers residents and the Council numerous opportunities that tie into both local and national sustainability agendas

¹ The population data is taken from “London borough of Hillingdon space strategy 2011-2026”. The tonnage data is modelled using a case study from other council expanding their site, see link for reference: <https://wrap.org.uk/resources/guide/household-waste-recycling-centre-hwrc-guide>

through material recycling and education to support actions to practically help mitigate the effects of climate change.

- 5.21 For over 4-5 years the Council's Waste Management colleagues have been looking at ways of increasing the waste recycling capacity but they are constrained by the Green Belt designation. There is no scope of expanding the site due to planning restrictions. The viable option is to bring back the bungalow site into meaningful use but in a measured way in keeping with Green Belt context.
- 5.22 Approximately 500sqm of area would be freed up at the Civic Amenity Site which would allow at least 6 large containers for various household waste. This equates to at 10 additional residents' vehicles to enter the site at an average of every 15mins.
- 5.23 In addition, the extra space would allow for much needed additional weighbridge so one can be used for weighing in, and the other weighing out. This would ease queuing and obstruction at mouth of the entrance. This equates to accommodating at least 5 additional commercial vehicles per hour.
- 5.24 Some parts of the Civic Amenity site are used for storage of materials such as wheelie bins, euro bins and other equipment occupying vital space not directly related to day-to-day recycling. By using the existing Barn and some hard surface on the bungalow site this would equate to about 200sqm for directly related operations on site for specific recyclable materials.
- 5.25 By moving Green Spaces vans to Bungalow site would release approximately 300sqm which would help to ease residents' vehicle movement within the site leading safer operation on site and reduce the associated vehicular carbon emissions.
- 5.26 The ethos of understanding waste recycling and management training is currently carried out off-site and is forefront in understanding devastating climate change the world is now experiencing.
- 5.27 The management are keen to expand waste management educational knowledge to staff and community and in particular encouraging school

visits to broaden the importance of recycling all waste to protect the environment we live in.

- 5.28 The proposal includes an Educational Hub designed to accommodate 50 to 60 attendees. This facility is incorporated within the proposed staff building.
- 5.29 The proposal also includes three standalone Recycling/Repurposing Stalls. This use is believed to be compatible use on the Green Belt which captures the community use by encouraging and training community in recycling range of items such as furniture, metalworks, bicycles, etc. These activities prevent reusable resources from otherwise ending up in landfill, therefore these saved items are not required to be replaced with new ones, thus saving carbon emissions. This could potentially save approximately 5 tons of waste per month.

Summary

- 5.30 The use of the application site for the proposed development would be wholly acceptable in accordance with the relevant planning policy provisions, particularly given that the proposal would bring the long-term vacant site back into active use.

SCALE

- 5.31 As discussed above, the scale of the proposed development would be contained within the existing hardstanding areas and would not be materially taller than the existing buildings. As such, the scale of the proposed development would not have a greater impact on the openness of the Green Belt.
- 5.32 Policy DMHB 11 of the Development Management Policies (2020) protect the amenity of neighbours.
- 5.33 The scale of the operation of the proposed development would not be overly intensive. The proposed development would offer up to 15 additional full time jobs, but, only up to 10 members of staff at any one time would likely be present at the proposed offices and the adjoining Civic Amenity Site and Recycling Centre. The proposed recycling stalls are for salvaging range of items, such as furniture, small electrical items,

bikes that are in good condition and that can be repaired and sold to general public. The stalls would each have one or two members of staff and would have up to 30 visitors per week across 4 days on average. The proposed offices would only open Monday-Friday in line with the operating hours of the Civic Amenity Site and Recycling Centre and the proposed recycling stalls would open Monday-Sunday in line with the Civic Amenity Site and Recycling Centre although its weekend use is not anticipated to be popular.

- 5.34 As such, the scale of the operation of the proposed development would be proportionate and relatively modest. The site is not located adjacent to any noise or disturbance sensitive neighbours (e.g. residential houses) in any event. Therefore, the scale of the operation of the proposed development would be wholly acceptable as it would not be harmful to neighbouring amenities in line with the Policy DMHB 11 of the Development Management Policies (2020).

AMOUNT

- 5.35 As discussed above, the actual building footprint at the application site as existing is 564.9 sqm. The existing barn building (127.5 sqm) would be retained and the remaining buildings (458.9 sqm) would be demolished. The proposed buildings would have a total footprint of 655 sqm. As such, the net increase in the total building footprint arising from the proposed development would be only 218.1 sqm. In any event, this footprint increase would take place on the existing hardstanding areas at the application site. Therefore, the small increase in the building footprint would not materially increase the total area of hardstanding at the application site. Therefore, the small increase in the building footprint would not have a greater impact on the openness of the Green Belt than the existing development.

- 5.36 The total volume existing buildings to be demolished is as follows:
(A+B+C+E_F+G+H refer to drawing P03 rev D) = 1031.2m³.
- 5.37 Total volume of proposed buildings = (2383m²+739m³ refer to P04 rev c and P05 rev B) = 3122m³

5.38 The total uplift in volume = 2090.8m³

5.39 The reason for the uplift is to maximise the roof's building integrated photovoltaic capacity and therefore power generation in line with the Council's carbon neutrality commitments, whilst keeping in scale to the existing retained barn.

LAYOUT

5.40 The submitted drawings show the layout of the proposed development.

LANDSCAPING

5.41 The overgrown landscaping at the application site would be regularly maintained and managed properly to establish a pleasant environment.

APPEARANCE

5.42 Policy DMHB 11 of the Development Management Policies (2020) promotes good design and seeks to ensure that all development is designed to the highest standards.

5.43 The proposed development would promote good design. Its design is functional and simple, yet it would also be architecturally proportionate and in keeping with the surroundings. It would also be modest in its appearance in the setting of the surrounding mature landscaping so as to preserve the openness of the Green Belt. The proposed development would represent a significant architectural and visual improvement to the existing situation which is an unsightly, unmanaged long-term vacant site.

5.44 As such, the proposed development would improve the appearance of the application site and would have a positive impact on the character and appearance of the area in line with the Policy DMHB 11 of the Development Management Policies (2020).

ACCESS

- 5.45 The existing access from New Years Green Lane would continue to be used and there would be an additional access that would link with the Civic Amenity Site and Recycling Centre. The car parking spaces would be increased to cater for the proposed development, using the existing hardstanding areas at the site. The car spaces would increase from 10 to 20 spaces, the light goods vehicle spaces from 5 to 7 spaces, the motorcycle spaces from 0 to 4, the disability parking spaces from 0 to 3, and there would also be 5 cycle parking spaces.

6 CONCLUSION

- 6.1 The use of the application site for the proposed development would be wholly acceptable in terms of its loss of housing, flood risk and Green Belt designation, particularly given that the proposal would bring the long-term vacant site back into active use.
- 6.2 The scale of the proposed development would not have a greater impact on the openness of the Green Belt. The scale of the operation of the proposed development would be wholly acceptable as it would not be harmful to neighbouring amenities. In any event, very special circumstances exist to justify the proposed development in the Green Belt.
- 6.3 The proposed development represents good design. It would represent a significant architectural and visual improvement to the existing situation which is an unsightly, unmanaged long-term vacant site. It would have a positive impact on the character and appearance of the area.
- 6.4 The proposed development would provide sufficient car parking spaces to cater for the demand, using the existing hardstanding areas.
- 6.5 The proposal would be consistent with the aims and provisions of the Council's Development Plan.
- 6.6 The Council is respectfully requested to grant planning permission for the proposed development.