

Item No.	Report of the Head of Planning, Transportation and Regeneration		
Address	LAND FRONTING RENAISSANCE HOTEL BATH ROAD HARLINGTON		
Development:	Installation of a 20m monopole, 12 no. antenna apertures, equipment cabinets, the removal of the existing 14.7m monopole, 3 no. antennas, redundant equipment cabinets and development ancillary thereto.		
LBH Ref Nos:	57699/APP/2020/2728		
Drawing Nos:	002 Issue B (Site Location Plan) Beacon Communications Covering Letter dated 28/8/20 100 Issue B (Existing Site Plan) 150 Issue B (Existing Elevation A) 215 Issue B (Max. Configuration Site Plan) 265 Issue B (Max. Configuration Elevation) Beacon Communications Supplementary Information ICNIRP Certificate		

Date Plans Recieved: 28/08/2020 **Date(s) of Amendment(s):**
Date Application Valid: 28/08/2020

1. SUMMARY

This application is a re-submission of a previous scheme to provide a 20m monopole with 12 antenna apertures and 7 equipment cabinets and associated works which was approved at the Central and South Committee meeting on the 1st July 2020 (App. No. 57699/APP/2020/968 refers). However, the applicant advises that due to the presence of underground services, the previously approved scheme can not be progressed, hence this revised scheme which now sites the mast some 12.8m to the east of the existing mast as opposed to 12.8m to the west as per the previously approved scheme. The associated proposed equipment cabinets would be sited at the base of the mast.

As previously, the proposed scheme involves the removal of the existing 14.7m high telecommunications monopole and 5 redundant equipment cabinets (retaining 2) and is required to provide an upgraded 5G network.

The proposed revised scheme is not considered to result in a detrimental impact on the character and appearance of the street scene and would not cause harm to pedestrian or highway safety and no airport safeguarding objections have been raised. However, it is considered necessary to revoke the previous planning permission in order to avoid the potential of having 2 x 20m high monopoles and their associated equipment cabinets sited within 26 metres of each other which would present a cluttered appearance, detrimental to the visual amenities of the street scene.

Subject to the S106 Agreement revoking the earlier permission and the recommended conditions, the proposed development is considered to comply with Policies DMHB 11, DMHB 21, DMT 1, DMT 2 and DMAV 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and Chapter 10 of the National Planning Policy Framework (February 2019) and this revised scheme is recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and

Regeneration to GRANT planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following Heads of Terms:

i) That the applicant agrees to the revoking of planning permission ref. 57699/APP/2020/968, dated 7/7/20,

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the potential impacts of the development through the revoking of a planning permission that would enable two 20m high masts and their associated equipment cabinets to be installed in close proximity to one another, resulting in a cluttered appearance, detrimental to the visual amenities of the area, contrary to Policies DMHB 11 and DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

E) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 002 Issue B (Site Location Plan), 215 Issue B (Max. Configuration Site Plan) and 265 Issue B (Max. Configuration Elevation) 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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

3 NONSC Details of Colours and Maintenance Plan

Notwithstanding the submitted plans, no development shall take place until details of colours of external surfaces and a maintenance plan have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be

constructed and maintained in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 11, DMHB 12 and DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

4 NONSC Existing Apparatus Removal and Site Restoration

The existing apparatus/structures, shown on drawing "100 Issue A Existing Site Plan" shall be removed from the land, within three (3) months of the commencement of the use of the equipment hereby approved, and the land shall be restored to its former condition before the development took place, or to any other condition as may be agreed in writing with the Local Planning Authority.

REASON

To ensure that the development is removed as soon as it is no longer required in order to protect the character and appearance of the area in accordance with Policy DMHB 11 of the Hillingdon Local Plan - Development Management Policies (2020).

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 Local Plan Part 1 (2012) and Part 2 (2020) 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.

NPPF- 10	NPPF-10 2018 - Supporting high quality communications
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 21	Telecommunications
DMAV 1	Safe Operation of Airports
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

3 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British

Standard Code of Practice BS 5228:2009.

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

5 I24A TFL Informative

In respect of the construction works and associated construction vehicle movements and temporary arrangement on the highway, the applicant/developer should contact the Council's Highways Maintenance Team. In case of construction works affecting the Transport for London Road Network and the Strategic Road Network, the applicant/developer should also contact Transport for London and comply with its requirements as set out in the Transport for London's 'Construction Guidance Document For Contractors' which can be viewed on the Council's website www.hillingdon.gov.uk/article/11417/Publications

6 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.

7 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. Heathrow Airport Ltd. would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use

of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

8 170 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site relates to an existing telecommunications site, located to the north of Heathrow Airport within the highway verge of the southern side of the A4 Bath Road, approximately 360m to the east of its roundabout junction link with the M4. The site is situated within an area of hardstanding between the carriageway and the public footpath. The Renaissance Hotel is located to the south of the application site whilst Axis House, No. 242 Bath Road is located on the opposite side of the A4 Bath Road to the north, beyond which are residential properties that front Doghurst Avenue which is accessed from Boltons Lane that connects with the Bath Road on the eastern side of Axis House.

The area is generally commercial in nature and appearance with large office and airport buildings and associated areas of car parking running alongside both sides of Bath Road, although a number of office buildings, including Axis House opposite have been converted into residential accommodation through the permitted development process.

The site is located 4m away from the Heathrow Airport Boundary, which runs along the south side of the Bath Road as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

3.2 Proposed Scheme

The proposal is for the installation of a 20m monopole with 12 antenna apertures, 7 equipment cabinets and the removal of the existing 14.7m monopole and its 3 antennas, redundant equipment cabinets (5 in total, retaining 2) and associated ancillary development.

The new monopole would be sited some 12.8m to the east of the existing monopole in a similar back edge of pavement siting. The telecommunications operator advises that the revised siting is required due to the presence of underground services below the previously approved siting, a similar distance to the west of the existing mast.

The proposed cabinets would be grey and have a similar back edge of pavement siting and dimensions of:

2.0m (w) x 0.75m (d) x 1.85m (h)
0.6m (w) x 0.6m (d) x 1.9m (h)
1.2m (w) x 0.5m (d) x 1.7m (h)

0.6m (w) x 0.6m (d) x 1.2m (h)
1.6m (w) x 0.7m (d) x 1.6m (h) and
2 cabinets with dimensions of 0.6m (w) x 0.6m (d) x 1.8m (h).

The 2 to be retained cabinets have dimensions of:

1.2m (w) x 0.8m (d) x 1.54m (h)
0.6m (w) x 0.5m (d) x 1.28m (h).

3.3 Relevant Planning History

Comment on Relevant Planning History

57699/APP/2020/968 - Installation of a 20m monopole, 12 antenna apertures, 7 equipment cabinets and the removal of the existing 14.7m monopole, 3 antennas, 5 redundant equipment cabinets and development ancillary thereto - Approved 7/7/20.

57699/APP/2015/1257 - Replacement of existing 14.2 metre high telecommunications monopole with a 14.7 metre high telecommunications monopole with associated equipment cabinet (Application under Part 16 of schedule 2 to the Town and Country Planning (General Permitted Development) Order for determination as to whether prior approval is required for siting and appearance) - Approved 27/5/15.

57699/APP/2002/2153 - Erection of a 14.2 Metre high streetworks pole with integral antennas, two equipment cabins and ancillary development (Consultation under Schedule 2, Part 24 of the Town and Country Planning (General Permitted Development) Order 1995) (As Amended) - Approved 4/11/02.

4. Planning Policies and Standards

London Borough of Hillingdon Development Plan

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 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)
West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to: (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework,

the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor has considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required. These are set out at Annex 1 of the response, however the letter does also state that if the Mayor can suggest alternative changes to policies that would address the concerns raised, these would also be considered.

More limited weight should be attached to draft London Plan policies where the Secretary of State has directed modifications or where they relate to concerns raised within the letter. Greater weight may be attached to policies that are not subject to modifications from the Secretary of State or that do not relate to issues raised in the letter.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.HE1 (2012) Heritage

Part 2 Policies:

NPPF- 10	NPPF-10 2018 - Supporting high quality communications
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 21	Telecommunications
DMAV 1	Safe Operation of Airports
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th October 2020**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

76 neighbouring properties have been consulted on this application. No responses have been received to date.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not

conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Heathrow Airport Ltd. (Safeguarding):

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

Officer Note:

The above observation by Heathrow has been added as an informative.

GLAAS:

Recommend No Archaeological Requirement

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Although within the Heathrow Archaeological Priority Zone, this application is too small-scale to cause harm in this location.

No further assessment or conditions are therefore necessary.

TfL:

No comments received.

Internal Consultees

Highway Engineer:

Installation of a monopole and related cabinets on public footway. The footway in this location is wide and has a 'street furniture' area denoted by different paving. The new equipment would be in line with existing equipment already located in this area. The proposed location does not impact upon pedestrian desire lines and maintains ample footway width. The minimal servicing and maintenance requirements can be undertaken as the existing equipment is. There are no highways objections to this application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF (February 2019) at para. 112 advises that good quality communications infrastructure is essential for economic growth and social well-being and that planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology such as 5G. Para. 113 goes on to advise that the number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion and that the use of existing masts, buildings and other structures for new electronic communications capability should be encouraged and that where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate. At para. 116, local planning authorities are reminded that they must determine applications on planning grounds only and they should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

Policy DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) advises that telecommunications development will only be permitted where, inter alia, it is sited and designed to minimise their visual impact, it does not have a detrimental impact on the visual amenity, character or appearance of the building or local area and it is accompanied by a Declaration of Conformity with the International Commission on Non-Ionising Radiation Certificate.

This proposal would replace an existing site which has already been approved for telecommunications development with a 14.7m high mast and associated equipment cabinets. The new 20m high pole would be sited some 12.8m to the east of the existing monopole which will be removed. It is therefore considered that the proposal represents an upgrade of an existing telecommunications site and is therefore supported by national guidance. The impact on the visual amenity of the area is considered in Section 7.07 below.

7.02 Density of the proposed development

Not applicable to this proposed telecommunications development.

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

The site does not form part of a conservation area or an area of special local character, nor sited in such proximity to such an area as to adversely impact upon it or the setting of any listed building.

The site is within the Heathrow Archaeology Priority Zone but given the limited extent and nature of the works, it is unlikely that the proposal would impact upon any archaeological remains. This has been confirmed by GLAAS who advise that no further assessment or conditions are necessary.

7.04 Airport safeguarding

NATS and Heathrow Safeguarding Ltd. have both been consulted on this application. NATS raise no safeguarding objections to the proposal. An informative suggested by Heathrow Safeguarding as regards crane use has been included within the officer's recommendation.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) advises that telecommunications development will only be

permitted where, inter alia, it is sited and designed to minimise its visual impact and it does not have a detrimental impact on the visual amenity, character or appearance of the building or local area.

The character and appearance of this part of the Bath Road is commercial, with four and five storey office and hotel buildings being typical, interspersed by their associated car parking areas. Some of the office buildings have been converted to residential under permitted development, but the overall character remains as being essentially commercial.

The acceptability of the principle of this location providing a telecommunications mast / base station has largely already been established by the previous grants of planning permission, namely the original permission for the existing 14.7m mast, sited some 13m to the west of the current proposal (which would be removed as part of this scheme) and the previous permission for a replacement 20m high mast which would have been sited a similar 13m distance to the west of the existing mast.

The current proposal for a 20m high mast would be taller and more bulky than the 14.7m mast it replaces and would add to the number of associated cabinets on the highway verge but the mast and cabinets were previously considered acceptable in a similar highway verge location, some 26m to the west.

The applicant advises that the mast has been specifically designed for the site in question, considering the existing street scene and that whilst the proposed replacement mast is taller than that which already exists, it needs to be in order to introduce the required technologies to the area. They go on to advise that although it will rise above the height of the existing installation, the overall benefits of the scheme will offset any potential visual impact that may arise. The proposal needs to be seen in the context of the overall benefits that will occur from the introduction of 5G technologies to the area and the proposal has been designed with the aim of achieving a balance between minimising the visual impact and achieving the technical requirements needed by the operator to ensure that interference is avoided, the topography of the landscape does not have an unacceptable impact upon mobile signal quality and that the structure is able to support the 5G antenna and other apparatus.

Along Bath Road, there are a number of vertical features offering some screening and context to the proposed base station, including railings, traffic lights, associated road signage, trees and street lighting columns. The proposed equipment cabinets would be in line with the existing equipment cabinets and would not appear as a detrimental addition to the area. Any perceived negative visual impacts would be outweighed by the overall benefits of the scheme in bringing forward high-quality communications infrastructure essential for economic growth as sought by the NPPF and it is considered that the proposed form of development provides the optimum solution in this instance.

The alternative to the proposal would be the requirement for additional base stations and masts if the immediate area is to be served by 5G technology and given that this site is within an essentially commercial area, it is considered that, on balance, to be acceptable, in accordance with Policy DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon local Plan: Part Two - Development management policies (January 2020) at B) requires development proposals to not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential occupiers to the proposal are those within the converted Axis House on the opposite side of the Bath Road. The proposed mast would be sited immediately opposite this building, and the nearest part of its front elevation would be sited some 32m from the application site. The frontage of this building is planted with mature trees and with such a relationship, the mast would be viewed across the busy dual carriageway, against the backdrop of the four storey Renaissance Hotel and surrounding associated car parks, with Heathrow Airport behind. The trees would also help screen views of the mast, particularly during the summer months.

In such a context, the proposed base station and mast would not impact upon daylight / sunlight nor would it appear so incongruous as to impact on the amenity of adjoining occupiers, particularly when compared to the existing telecommunications equipment. As such, the proposal is considered to be in compliance with Policy DMHB 11 of the Hillingdon Local Plan, Part Two.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Hillingdon local Plan: Part Two - Development management policies (January 2020) at v) advises that proposals should have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

The proposed mast and equipment cabinets would be sited in a similar position within the highway verge, adjoining the carriageway as the existing equipment, albeit they would be sited typically 12.8m further to the east of the existing monopole. This would result in the mast being sited approximately 6.8m in front of a large road sign. However, the road sign is a very large directional sign and many such signs are often partially obscured by street furniture and trees etc. The Highway Engineer has assessed this relationship and considers it to be acceptable and advises that the cabinets would not obstruct the public footpath and on this basis, the Council's Highway Engineer raises no objections to the proposal.

The scheme is considered to accord with Policy DMT 1 of the Hillingdon local Plan: Part Two.

7.11 Urban design, access and security

Not applicable to this application.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

No comments have been received.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Health:

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commissions for Non Ionising Radiation Protection) guidelines. Accordingly, in terms of Government policy advice, there is not considered to be any direct health impact. Therefore, further detailed technical information about the proposed installation is not considered relevant to the Council's determination of this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

National and local policy is supportive of utilising existing telecommunication sites and the upgrading of facilities to provide 5G coverage.

It is considered that the revised siting of the mast is appropriate and as previously advised in the officer's report on the previous scheme, although the proposed mast would be taller and more bulky than the mast it replaces and the equipment cabinets would be more numerous, it is considered that given the commercial nature of the location, any detrimental impact on visual amenity would be outweighed by the benefits of providing an upgraded 5G network.

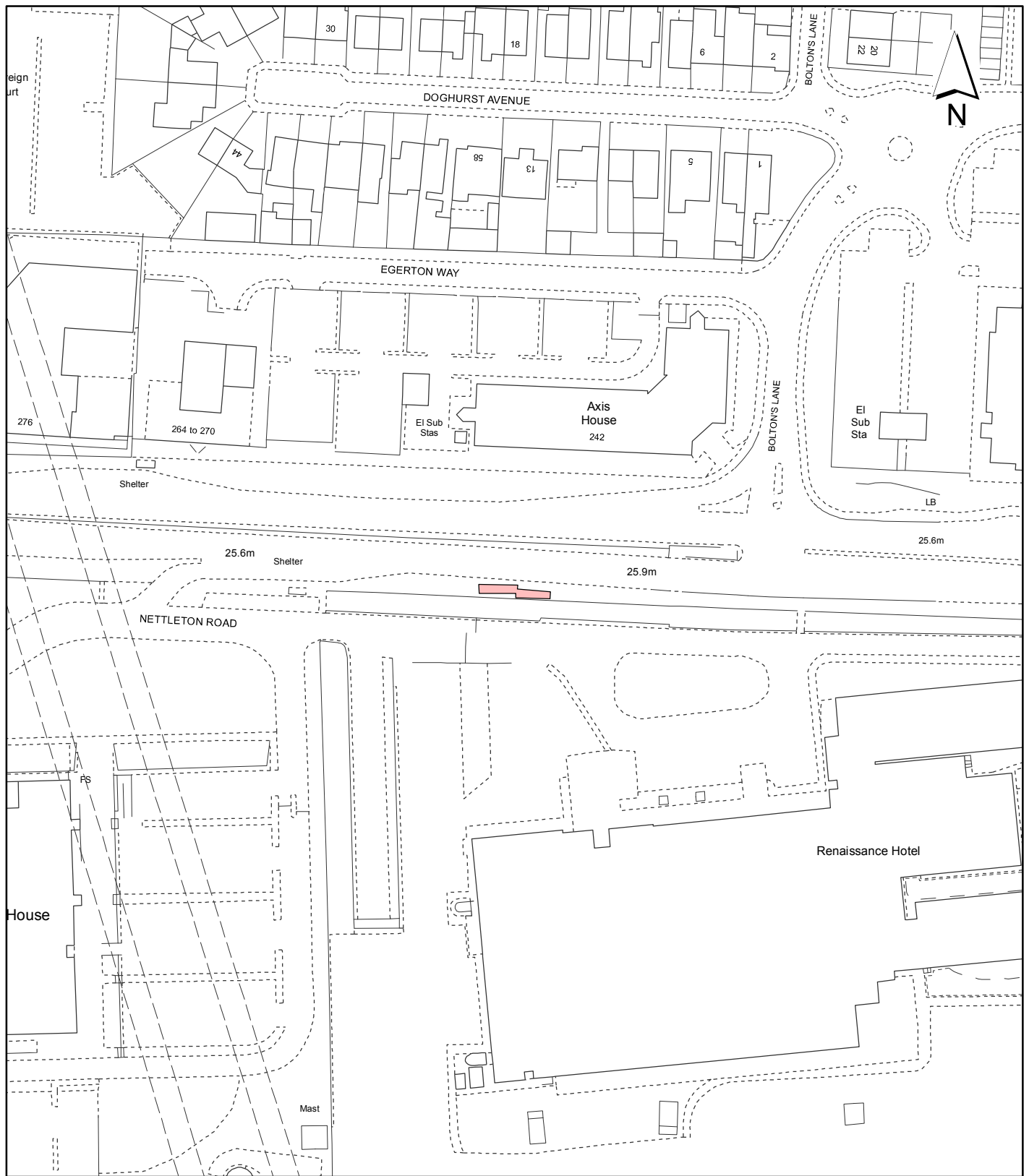
The application is recommended for approval subject to a S106 Agreement to revoke the permission for the previously approved siting for the 20m high mast (ref. 57699/APP/2020/968) and the recommended conditions.

11. Reference Documents

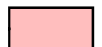
The National Planning Policy Framework (NPPF) (2019)
The London Plan - Consolidated With Alterations (2016)
The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

Land Fronting Renaissance Hotel Bath Road

Planning Application Ref:

57699/APP/2020/2728

Scale:

1:1,250

Planning Committee:

Central & South

Date:

November 2020

LONDON BOROUGH OF HILLINGDON Residents Services Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
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HILLINGDON
LONDON