

Report of the Head of Planning, Sport and Green Spaces

Address PACKET BOAT MARINA PACKET BOAT LANE COWLEY

Development: Construction of new fixed pontoon to provide 7 leisure moorings with associated engineering and landscape works

LBH Ref Nos: 53216/APP/2017/1711

Drawing Nos: PB/SB/001
Great Crested Newt eDNA Analysis
Flood Risk Assessment V.2.0
Design and Access Statement
Plan Showing Safe Access/Egress Route
'Flood Warnings' signage
PB/SB/005
Planning Statement
Tree Survey, Implications Assessment and Outline Protection Method Statement
Ecological Appraisal
PB/SB/002 Rev. C
PB/SB/003
PB/SB/004 Rev. A

Date Plans Received: 11/05/2017

Date(s) of Amendment(s):

Date Application Valid: 11/05/2017

1. SUMMARY

This application seeks full planning permission for the construction of a new fixed pontoon, with associated engineering and landscaping works, to provide seven leisure moorings at Packet Boat Marina in Cowley.

A very similar application was submitted to and refused by the Council, due to concerns over impacts on trees, landscaping and ecology, in 2012 (ref: 53216/APP/2012/1956). It is considered that sufficient information has been submitted in support of this current application to overcome those previous reasons for refusal and, notably, no objections have been raised by the Council's Trees/Landscaping or Environmental Officers, subject to conditions.

No objections are raised to the principle of the development in this location and it is not considered that the proposals would give rise to any unacceptable impacts on visual or residential amenity. Furthermore, it is not considered that the development would give rise to such a significant increase in traffic or parking demand that refusal could be justified.

The development is considered to comply with relevant local, London Plan and NPPF policies such that approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

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 PB/SB/002 Rev. C, PB/SB/004 Rev. A and PB/SB/005, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

The development hereby permitted shall be completed in accordance with the following supporting plans and/or documents:

Great Crested Newt eDNA Analysis
Ecological Appraisal
Flood Risk Assessment
Design and Access Statement
Plan Showing Safe Access/Egress Route
'Flood Warnings' signage
Tree Survey, Implications Assessment and Outline Protection Method Statement

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 Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the

course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments
- 2.b Hard Surfacing Materials
- 2.c External Lighting
- 2.d Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

- 5.a Existing and proposed functional services above and below ground
- 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged

during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

To safeguard the amenity of the surrounding area in accordance with policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 NONSC CRT condition

Prior to the commencement of works hereby permitted, details of the construction of the new marina wall shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a cross section of the existing and proposed marina wall.

REASON

To ensure the structural integrity of the marina and the Grand Union Canal and to ensure this is not damaged such that it could result in flooding or have an adverse impact on ecology in accordance with policies EC3 and OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), policies EM3, EM6, EM7 and EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and policies 5.12, 7.19 and 7.27 of the London Plan (2016).

9 NONSC EA condition

No development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The

scheme shall include the following elements:

- Detail of the extent and type of new planting, particularly that which is adjacent to the bank of the waterbody (planting to be of native species only, of local genetic provenance)
- Details of maintenance regimes
- Details of any new habitat created on site
- Details of treatment of site boundaries and/or buffers around water bodies
- Details of management responsibilities

REASON

Land alongside waterbodies is particularly valuable for wildlife and it is essential this is protected. This condition is supported by paragraph 109 of the National Planning Policy Framework (NPPF), which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

10 NONSC Non Standard Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include plans showing habitat enhancement within the land controlled by the applicant (shown blue on the location plan) with a focus on;

- (1) enhancing natural transition areas between land and canal,
- (2) the creation of new refugia areas for a diverse range of wildlife,
- (3) an additional water feature (pond or wetland) and
- (4) general habitat enhancements including bat and bird boxes and nectar rich planting.

The development must proceed in accordance with the approved plans.

REASON

To ensure the development provides an appropriate offset to the harm generated by the new moorings in accordance with the NPPF and Policies EM7 and EM8 of the Local Plan: Part One - Strategic Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 5.12	(2016) Flood risk management
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed

precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

5 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

6 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.

7 I34 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

8

With regard to condition 8, you are advised to take note of the following advice provided by the Environment Agency:

"Whilst the proposal for an elevated mooring-ramp design is supported as favourable as it enables wildlife to use and migrate along the soft bank corridor underneath, the excavation will leave bare bank which could be planted up with native wetland species or native herb species of good pollinator properties.

Within the plan, it should be considered that the spoil and some wood material could be re-directed to creating varied wildlife habitat features, such as basking banks, decay wood piles and hibernacula. This would enhance the sustainable biodiversity value of the proposal overall."

9

The applicant should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>).

10

The applicant is advised to contact Tammy Plant at the Canal & River Trust (tammy.plant@canalrivertrust.org.uk) to ensure that the necessary landlord's consent is obtained.

3. CONSIDERATIONS

3.1 Site and Locality

Packet Boat Marina is located towards the western edge of the borough, on the south eastern side of Packet Boat Lane, immediately to the south of the Water's Edge Public House and west of the Grand Union Canal, north of its junction with the Slough Arm.

The site provides a marina with 157 moorings, a site office and visitor building, toilet block, laundry, waste disposal, associated facilities, landscaped grounds and car park accessed from Packet Boat Lane to the north. The entrance to the marina for boat traffic is from the Slough Arm to the south. The majority of moorings are understood to be occupied by leisure customers but a small number are in residential use.

The marina forms part of the Green Belt and is a Nature Conservation Site of Metropolitan or Borough Grade I Importance. It also forms part of the Colne Valley Regional Park. The Water's Edge Public House and the boatyard of the marina also form part of the Cowley Lock Conservation Area which adjoins the application site to the north.

3.2 Proposed Scheme

This application seeks full planning permission for the following:

1. Removal of a section of the western bank (maximum 2m) and associated trees/vegetation;
2. Construction of a new pontoon parallel to the bank to provide seven leisure moorings (6 x 18m and 1 x 16m);
3. Construction of access ramp at the northern end of the pontoon to provide pedestrian access;
4. Construction of new 1.5m stock proof fence set back from the western boundary;
5. Provision of new compensatory landscaping.

The applicant's Planning Statement advises that the new moorings would be used for leisure purposes, in the same manner as the majority of existing moorings. This means that customers will rent use of a berth for mooring their vessels on a 12 month leisure contract. Customers will not be entitled to live permanently at the site and will need to provide proof of their primary residence as part of the rental agreement.

The new pontoon will measure 2m x 134m and be constructed in timber and fixed with timber piles to both the marina bank and riverbed. The piles will be spaced every 10 metres to ensure a robust foundation for mooring and pedestrian movement.

Space will be left beneath the pontoon to allow animals to pass from the water to the vegetation unhindered.

The new moorings will be accessed via a new ramp from the footpath in the north western corner of the site which leads to the office and car park.

3.3 Relevant Planning History

53216/98/1499

Rear Of Turning Point Ph Packet Boat Lane Cowley Uxbridge

Construction of a 93-berth marina with associated residential moorings, visitor centre and retail area, sanitary station and car parking facilities. Upgrade of the existing boat repair buildings and yard including the construction of a dry dock. Rationalisation and improvement of the garden area and car parking of the existing public house/ restaurant. Development of an urban farm and associated parking. Retention and reprofiling of a reduced lake area. (Application involves remo

of an existing horticultural nursery and demolition of glasshouses)

Decision: 03-03-1999 Approved

53216/APP/2000/2653 Land At Junction Of Grand Union Canal And Slough Arm Packet Boat
CREATION OF AN AREA OF PUBLIC OPEN SPACE AND A PUBLIC WALKWAY ON AN AREA OF DERELICT/VACANT LAND, LINKED TO THE EXISTING TOWING PATH, VIA THE DEPOSITION OF SURPLUS SOIL ARISING FROM THE DEVELOPMENT OF THE MARINA, URBAN FARM AND PUBLIC OPEN SPACE TO THE NORTH OF THE SLOUGH ARM

Decision: 23-11-2004 Approved

53216/APP/2009/672 Packet Boat Marina Packet Boat Lane Cowley
Change of use from Class A3 Cafe to Class B1 Office.

Decision: 10-06-2009 Refused **Appeal:** 22-01-2010 Allowed

53216/APP/2012/1956 Packet Boat Marina Packet Boat Lane Cowley
Installation of pontoon and 6 additional residential moorings and landscaping scheme.

Decision: 06-11-2012 Refused

53216/APP/2012/604 Packet Boat Marina Packet Boat Lane Cowley
The installation of eight railway sleeper walled gardens with gravel floors and a viewing platform

Decision: 25-07-2012 Approved

53216/APP/2014/2300 Packet Boat Marina Packet Boat Lane Cowley
Change of use of ten (10) existing leisure moorings to residential moorings

Decision: 17-09-2014 Approved

53216/APP/2016/230 Packet Boat Marina Packet Boat Lane Cowley
Change of use for a portion of the existing car park to provide storage for caravans and/or small motorhomes, with a proposed capacity of around 20 units.

Decision:

53216/APP/2017/1744 City Flower Traders, Packet Boat Marina Packet Boat Lane Cowley
Change of use from Use Class B1 (Business) to Class D2 (Assembly and Leisure).

Decision:

Comment on Relevant Planning History

The site's planning history is summarised above. That most relevant to this current proposal is discussed in more detail below.

Planning permission (ref: 53216/APP/2012/1956) was refused in November 2012 for the installation of a pontoon to accommodate 6 additional residential moorings with an associated landscaping scheme at the marina for the following reason:

The application fails to establish the precise siting of the proposed pontoon in relation to both existing marina moorings and the western bank of the marina, including existing trees/vegetation/marginal planting along this bank. As such, it has not been possible to ensure that adequate space would be maintained to allow canal boats to manoeuvre whilst ensuring that the pontoon would be sited a sufficient distance from the bank to allow the retention of bankside vegetation and avoid the need for the excessive pruning of bankside trees. As such, the Local Planning Authority has been unable to fully assess the impact of this proposal on the ecology on the marina, which forms a Site of Metropolitan or Borough (Grade I) Importance for Nature Conservation, contrary to the National Planning Policy Framework (March 2012), Policy 7.19 of the London Plan (July 2011) and Policies EC1 and EC5 of the Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- OL4 Green Belt - replacement or extension of buildings
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 5.12	(2016) Flood risk management
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th June 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 11 local owner/occupiers and a site notice was posted. Two letters of objection have been received, which raise the following concerns:

- i) The Marina has many vacant spaces. More than 7 in total already. I do not see the need for additional berths. Especially leisure moorings. Currently leisure moorings are more often than not used as unofficial Residential moorings which remain unpoliced by BWML or the Local authority.
- ii) I'm concerned about the impact to the environment along the bank of the proposed moorings. There is not enough space to manoeuvre a 70 foot boat to the pump out, outside reception. Also the marina will feel too crowded.

CANAL LOCKS CONSERVATION PANEL

No response received.

CANAL AND RIVER TRUST

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives". We are a statutory consultee in the development

management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015.

In the interests of transparency, it should be declared that the applicant, British Waterways Marinas Limited (BWML), is a wholly owned subsidiary of the Canal & River Trust.

Based upon the information available we have no objection to the application in planning terms, and the principle of the proposed additional moorings at the site.

Lighting and Ecology:

We note that no proposed lighting details are included in the application. We would expect any proposed lighting to be 'bat friendly' to ensure there is no adverse impact on the ecology of the site.

Engineering Works and Code of Practice:

We note the proposed timber jetty to be used alongside the new moorings. Softwood timber piles would have a limited life and would need to be inspected and maintained, which would be the responsibility of the applicant. An alternative material may be preferable for future maintenance.

The embankment may have been constructed using a clay liner, which we would like to see checked. If this were to be breached as part of the works then this could drain water from the marina and the canal, which is a 26 mile long pound. We have therefore requested a condition, below, that further details of the construction works be submitted and approved, and would request that the Trust be consulted on these details. Details should include a cross section through the existing bank that is the subject of the application and any as-built drawings of the relevant area of the marina that the applicant may have.

Works should be carried out in accordance with the Code of Practice for Works Affecting the Canal & River Trust, and I have requested an informative, below.

The Canal & River Trust as Land Owner:

The Trust is the freeholder of the application site, and as such, formal landlord's consent for the proposal is required. Technical approval (to be incorporated within the Licence) should be gained by the tenant. This process has begun with the tenant submitting an Expression of Interest. I suggest an informative below regarding this, for the applicant's information.

If the Council is minded to grant planning permission, it is requested that the following condition and informatives be attached to the decision notice:

Condition

"Prior to the commencement of works hereby permitted, details of the construction of the new marina wall shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a cross section of the existing and proposed marina wall.

Reason: To ensure the structural integrity of the marina and the Grand Union Canal."

Informatives

"The applicant should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyand-our-code-of-practice>)."

"The applicant is advised to contact Tammy Plant at the Canal & River Trust (tammy.plant@canalrivertrust.org.uk) to ensure that the necessary landlord's consent is obtained."

INLAND WATERWAYS ASSOCIATION (IWA)

We fully support the proposal to construct seven new leisure moorings as IWA policy is to encourage the provision of off-line moorings in appropriate locations such as Packet Boat Marina where good facilities such as car parking and refuse disposal already exist.

ENVIRONMENT AGENCY

The proposed development will be acceptable if a planning condition is included requiring a scheme to be agreed to ensure that the landscape within the site is managed in such a way as to protect and enhance the ecological value of the site including the water environment.

Condition:

No development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

- Detail of the extent and type of new planting, particularly that which is adjacent to the bank of the waterbody (planting to be of native species only, of local genetic provenance)
- Details of maintenance regimes
- Details of any new habitat created on site
- Details of treatment of site boundaries and/or buffers around water bodies
- Details of management responsibilities

Reasons

Land alongside waterbodies is particularly valuable for wildlife and it is essential this is protected. This condition is supported by paragraph 109 of the National Planning Policy Framework (NPPF), which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

Whilst the proposal for an elevated mooring-ramp design is supported as favourable as it enables wildlife to use and migrate along the soft bank corridor underneath, the excavation will leave bare bank which could be planted up with native wetland species or native herb species of good pollinator properties.

Within the plan, it should be considered that the spoil and some wood material could be re-directed to creating varied wildlife habitat features, such as basking banks, decay wood piles and hibernacula. This would enhance the sustainable biodiversity value of the proposal overall.

Information for LPA - Flood Risk

We have no objections on flood risk safety grounds. The excavation of the bank to provide the pontoon/boardwalk access is within Flood Zone 1, so no floodplain compensation is necessary. Safe access and egress is possible to the north and west of the marina in the event of a 1 in 100 year to a 1 in 1000 year flood event. As the site is not within 8 metres of a main river, the proposed works will not require a Flood Risk Activity Permit from us. The applicant may however wish to consult with the Lead Local Flood Authority who are responsible for ordinary watercourses.

Advice to LPA and Applicant - Invasive Non-Native Species

There are local records of Japanese Knotweed and Himalayan Balsam, which are invasive plant species. The spread of these are prohibited under the Wildlife and Countryside Act 1981. Care should be taken to prevent their spread during any operations relating to the proposal, including

ensuring that any soil which is imported onto the site is free of the seeds/root/stem of these invasive species.

Advice to LPA and Applicant - Bat Roost Assessment

It is the responsibility of the applicant to ensure that appropriate tree assessments are carried out, to ensure that proposed tree works do not impact on bat species. Should any trees be removed that present a good bat roost potential, mitigation should be provided through placing bat bricks/boxes elsewhere at suitable places on site.

NATURAL ENGLAND

Do not wish to comment.

Internal Consultees

TREES/LANDSCAPE OFFICER

The site is occupied by the western edge of Packet Boat Marina, to the west of the Grand Union Canal. The marina was created in 2002. This edge comprises a sheltered screen of dense vegetation (approximately 15-20 metres wide), mainly multi-stemmed crack willow, with shrubby under-storey planting. It provides visual separation between the marina and a footpath to the west.

This vegetated boundary, planted in accordance with the approved landscape proposals for the marina, is not protected by TPO or Conservation Area designation.

The site lies within the Green Belt. The site lies within a SINC: a Site of Metropolitan Borough Grade 1 Importance for Nature Conservation.

Comment:

An application for 6 additional moorings (ref. 2012/1956) was refused in 2012.

The current application proposes 7 additional berths and the loss of a significant swathe of established vegetation.

The submission includes a Tree Report, to BS5837:2012, by Tree Maintenance Ltd.

The survey has identified three individual willows (*Salix fragilis*, T319, T320 and T330) which are rated 'B' grade and one (T322) which is 'C' grade, together with four groups of willow and other trees and shrubs which are rated 'C'.

Although a 'C' rating does not normally pose a constraint of development, it could be argued that the collective value of these groups add value to them - particularly Group 2 which runs along the full length of the west boundary of the marina.

At 2.4 the report notes that the willow group (2) fringing the marina are of 'minor importance within the wider landscape, while those around and beyond the site boundary provide the greatest value in terms of screening and softening of adjacent industrial buildings'.

An ecological appraisal has been prepared by Guma Ltd. The report confirms that the willows (Group 2) fringing the west bank will be removed to facilitate the development, enlarging the water body and creating space for the boardwalks accessing the moorings.

Development constraints and recommendations are described in section 5.0.

The report recommends the protection of trees to be retained, planting of a similar number of native species to those lost, reinstating grassland with locally sourced species, the introduction of emergent vegetation and various other measures which should be conditioned.

The submission makes no mention of proposed fencing.

The moorings in the marina are all highly secured by fencing and car park cameras. If the application is approved, it is likely that new perimeter fencing will be introduced to prevent unauthorised people having access to the moored boats.

Recommendation:

While the loss of group 2 will have a significant impact, willows are fast growing and it should be possible to re-establish the privacy/ security/shelter offered by the existing vegetation screen.

If the application is recommended for approval landscape conditions should include: COM8, COM9 (parts 1, 2, 4, 5 and 6) and COM10.

ENVIRONMENTAL OFFICER

Concern is raised about the extent of vegetation to be removed to make way for the new moorings. The proposed site is the last place in the marina where there is a soft edge between water and land. This transition represents a high quality habitat. The ecological report only considers protected species and fails to attribute a value to the habitat being lost or the fauna that would utilise it. The NPPF requires biodiversity protection and enhancement where possible. The proposal will result in a net reduction in high quality habitat.

There is limited scope to offset the harm within the constrained red line of the application, however, within the blue line ownership of the marina there is a greater scope. The following condition is therefore necessary to ensure the applicant provides the necessary degree of habitat creation and management to offset the harm done within the red line boundary:

Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include plans showing habitat enhancement within the land controlled by the applicant (shown blue on the location plan) with a focus on (1) enhancing natural transition areas between land and canal, (2) the creation of new refugia areas for a diverse range of wildlife, (3) an additional water feature (pond or wetland) and (4) general habitat enhancements including bat and bird boxes and nectar rich planting. The development must proceed in accordance with the approved plans.

Reason

To ensure the development provides an appropriate offset to the harm generated by the new moorings in accordance with the NPPF and Policy EM8 of the Local Plan.

FLOOD WATER MANAGEMENT OFFICER

The Flood Risk Assessment does not acknowledge the additional people put at risk where the access to the site is within the floodplain. Although the site itself may be safe the access to the site is at risk of flooding from the Frays River. This is shown in the FRA 4.5.1 Flooding of Packet Boat Lane may be expected from Fray's River during the 1 in 100, 1 in 100 climate change (25%) and 1 in 1,000 annual probability events, with maximum flood depths of 0.09, 0.14 and 0.26 m respectively.

A request was made for information by Lucy Raven of Westwood on flooding in the vicinity of the site in Feb 2017, and a response was made confirming that Packet Boat Lane flooded in 2014. It is stated in the FRA that a response is still awaited. This confirmed the risk to the area which needs to be assessed in terms of depths and flows to ensure safety, and then if safe, taken into account through the production of a Flood Warning and Action plan to ensure that the site and those using the mooring are aware of the risks and action to take in the event of a flood.

In addition there is no cross section of the existing marina edge, area which is to be excavated which should be provided. Any loss in waterside vegetation should not be lost by setting the mooring away from bank edge or be compensated appropriately for particularly in an area of Green Belt.

Therefore an appropriate Flood Plan and cross section of the marina where the moorings are to be placed, as well as suitable mitigation provided may be able to overcome these concerns.

Officer comment:

The applicant has provided details of signage which would be posted to advise users of the marina of flood risk and safe evacuation routes. The Flood and Water Management Officer has confirmed this is acceptable.

Cross sections have been provided. Appropriate mitigation for any loss of vegetation would be secured by way of conditions, as requested by the Environment Agency, Trees/Landscaping Officer and Environmental Officer.

HIGHWAY ENGINEER

This application is for the construction of a new pontoon at the Packet Boat Marina in Cowley. The site has a PTAL value of 1b (very poor) which suggests there will be a very strong reliance on private cars for trip making to and from the site.

The existing marina has 157 moorings with 127 leisure and 30 residential moorings. There is a 120 space car park on site which is accessed from Packet Boat Lane which is a relatively narrow local road. There is no intention to increase the size of the car park with this application.

The proposal is to construct a new pontoon on the site that will allow for 7 more leisure moorings to operate on the site. As these moorings are not used on a continuous basis then the additional traffic generation and parking demand will be slight. The car parking for leisure users is provided on a first-come first served basis with no allocation. The likely increase in traffic generation for the seven new moorings will be small and that is likely to be reflected in the demand for car parking. The site already has refuse facilities and the applicant suggested that the existing bins will be adequate to cope with any additional demand. On the basis of the above comments no significant highways concerns are raised.

ENVIRONMENTAL PROTECTION UNIT

No objection subject to conditions relating to control of plant/machinery noise, dust from construction works and lighting.

Officer comment:

A condition relating to the control of plant/machinery noise would be attached should planning permission be granted. Lighting details would be required by way of the landscaping condition. Matters such as dust and other environmental impacts of construction works are addressed by way of environmental health legislation and, accordingly, a condition in this respect is not considered to be necessary.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Key considerations in considering the principle of development relate to the impact of the development on the openness of the Green Belt and the appropriateness of the use for the waterway.

Planning permission was notably refused for a very similar development in this location in 2012 (ref: 53216/APP/2012/1956). Despite the refusal of the application at that time, no objections were raised to the principle of the development with the officer report stating:

"The proposed pontoon and 6 residential moorings do not represent inappropriate development within the Green Belt as defined within the National Planning Policy

Framework (NPPF). The proposed works given the existing use and number of moorings within the marina would also not have any material impact upon the openness of the Green Belt. As such, the proposal accords with the NPPF and Policy OL1 of the Saved Policies UDP.

Furthermore, policies 7.25 and 7.27 of the London Plan seek to promote and increase the recreational use of the canal and improve its associated facilities.

There are therefore no objections in principle to the proposal, subject to compliance with normal development control criteria."

There have been no significant changes in planning policy since that application was considered. Given this, combined with the similarity between the two applications, no in principle objections are raised to the current scheme, subject to the proposals meeting relevant site specific criteria.

7.02 Density of the proposed development

Not applicable to this application.

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

The site does not fall within an archaeological priority area, conservation area or area of special local character and there are no listed buildings within the vicinity.

The Cowley Local Conservation Area, is located to the north, comprising the north east corner of the car park and area beyond to the north. Local Plan: Part 2 policy BE4 requires that new development within or on the fringes of a conservation area preserves and enhances its visual qualities. However, given the distance of the Conservation Area from the application site (approximately 80m), and the separation provided by the car park, it is not considered that the development, which would be seen in context with the wider marina complex, would have any significant detrimental impact on its visual amenities such that refusal could be justified.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

This matter has been partly addressed in part 7.01 of this report and it is notable that no objections have been raised to previous applications on green belt grounds.

Current Local Plan, London Plan and NPPF planning policy seeks to protect the openness of the Green Belt. Local Plan: Part 2 policy OL4 and paragraph 89 of the NPPF do however allow for limited infilling, extensions and alterations to existing developed sites within the green belt. The proposal relates to the creation of a new pontoon to accommodate a small number of additional moorings on the edge of the existing and well established marina. This would be seen in context with the wider, much larger marina complex. Whilst some vegetation would be removed, new landscaping would be provided to offset this and ensure the attractive setting of the marina is maintained. This could be secured by way of condition. Accordingly, the development is considered to comply with the objectives of the above mentioned policies and would have no significant impact on the openness or visual amenities of the green belt in this instance.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of an area is not compromised by

new development.

The marina provides for residential and leisure moorings, set within an attractive landscape predominantly comprising waterways and open areas of green belt. As discussed earlier in this report, the newly proposed moorings would be seen in context with the wider marina complex. Whilst the loss of trees and vegetation to accommodate the development is regrettable, new landscaping is proposed and a comprehensive landscape scheme could be secured by way of condition. Accordingly, it is not considered that the proposal would have any significant detrimental impact on the character or appearance of the existing marina or the surrounding area.

7.08 Impact on neighbours

Local Plan: Part 2 policies BE19, BE20, BE21 and BE24, in addition to the Council's Supplementary Planning Document on Residential Layouts, seek to safeguard residential amenity.

The proposed pontoon and moorings would not impact upon any surrounding properties outside the marina. It is acknowledged however that the marina comprises a mix of leisure and residential moorings. Nevertheless, the new moorings would have a similar relationship to one another and to nearby moorings as those existing within the marina. Notably, they would not be sited any closer to existing moorings. Accordingly, it is not considered that the proposal would have any significant impact upon the users of the marina.

Resident concerns regarding lack of need for the moorings, overcrowding of the marina and lack of manoeuvrability for the boats is acknowledged. However, notably, no objections have been raised in this respect by The Canal & River Trust or the Environment Agency, both of whom are statutory consultees on this application. Accordingly, it is not considered that refusal could be justified on these grounds.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Local Plan: Part 2 policies AM2 and AM7 seek to safeguard highway and pedestrian safety and ensure that developments do not have an adverse impact on the surrounding highway network. Policies AM14 and AM15 seek to ensure appropriate levels of car parking are provided.

The submitted Design and Access Statement advises that the new moorings are for leisure use only and that British Waterways Marinas Limited (BWML) does not offer allocated parking spaces for each leisure resident. It confirms that parking spaces are allocated to leisure customers on a first come first serve basis and that there is capacity within the existing 120 space car park.

It was noted by officers when visiting the site that spare capacity was indeed available within the existing car park. Given the limited amount of additional traffic or parking demand likely to be generated by the proposed new moorings it is not considered that refusal could be justified on highway grounds. Notably, the Council's Highway Engineer has raised no objections.

7.11 Urban design, access and security

Matters relating to visual impact have been addressed earlier in this report.

Given the relatively minor nature of the application and the fact that the existing premises

will already be operating its own security measures a secure by design condition is not considered to be necessary in this instance.

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

Trees/Landscaping

Local Plan: Part 2 policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

In this instance the proposal would result in the loss of a group of predominantly willow trees located closest to the edge of the bank. Whilst this is regrettable, a significant tree screen would nevertheless be retained along the bank of the marina. The Council's Trees/Landscape Officer has confirmed that, on balance, the trees to be lost are not of sufficient value so as to justify refusal, particularly given that willows are fast growing and likely to re-establish quickly. Accordingly, subject to conditions to ensure a comprehensive landscaping scheme is provided to mitigate against the loss of these trees, the Council's Trees/Landscape Officer has raised no objections.

Ecology

Local Plan: Part 1 policy EM7 seeks to protect and enhance sites of nature conservation value, with harmful impacts mitigated through appropriate compensation.

The applicant has provided an Ecological Appraisal and Great Crested Newt Survey in support in of the application. These reports confirm that, subject to appropriate mitigation measures, the development would not result in such a harmful impact on ecology that refusal could be justified. Notably, the Council's Environmental Officer has raised no objections in this respect subject to a condition to require the submission of a scheme of ecological enhancement.

7.15 Sustainable waste management

The existing facilities of the marina would service the new moorings.

7.16 Renewable energy / Sustainability

Given the relatively minor nature of the scheme there is no planning requirement for the development to incorporate the use of renewable energy or sustainable building measures.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or critical drainage area and no specific drainage issues have been identified. Land to the west of the marina, outside the application site, does however fall within flood zone 3. Accordingly, the applicant has submitted a flood risk assessment in support of the application. At the request of the Council's Flood and Water Management Officer the applicant has also committed to erecting signage around the marina to warn users of flood risk and provide details of safe evacuation routes. The Council's Flood and Water Management Officer has confirmed that this is acceptable.

Existing and proposed cross sections of the bank have also been provided at the Flood and Water Management Officer's request. However, further detail would nevertheless be required by way of condition, as requested by the Canal and River Trust.

Notably, no objections were raised to the previous 2012 scheme on flood risk grounds.

Furthermore, no objections have been raised in this respect by the Environment Agency, Inland Waterways or the Canal and River Trust. Accordingly, subject to appropriate conditions as recommended by those bodies, it is not considered that refusal could be justified on flood risk grounds.

7.18 Noise or Air Quality Issues

It is not considered that the proposed development would give rise to any issues of noise or air quality over and above those which would be generated from the existing use of the marina.

7.19 Comments on Public Consultations

Objections have been raised over the need for the new moorings. The proposal is considered to comply with relevant planning policies and therefore there is no objection in principle to the proposal. Accordingly, it is not necessary for the applicant to demonstrate need in this instance.

Other issues raised by objectors have been addressed in the report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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 to this application.

10. CONCLUSION

No objections are raised to the principle of the development in this location and it is not considered that the development would lead to such a significant detrimental visual or ecological impact that refusal could be justified. Furthermore, it is not considered that the development would lead to any significant detrimental impact on residential amenity or lead to any significant impact on the local highway network.

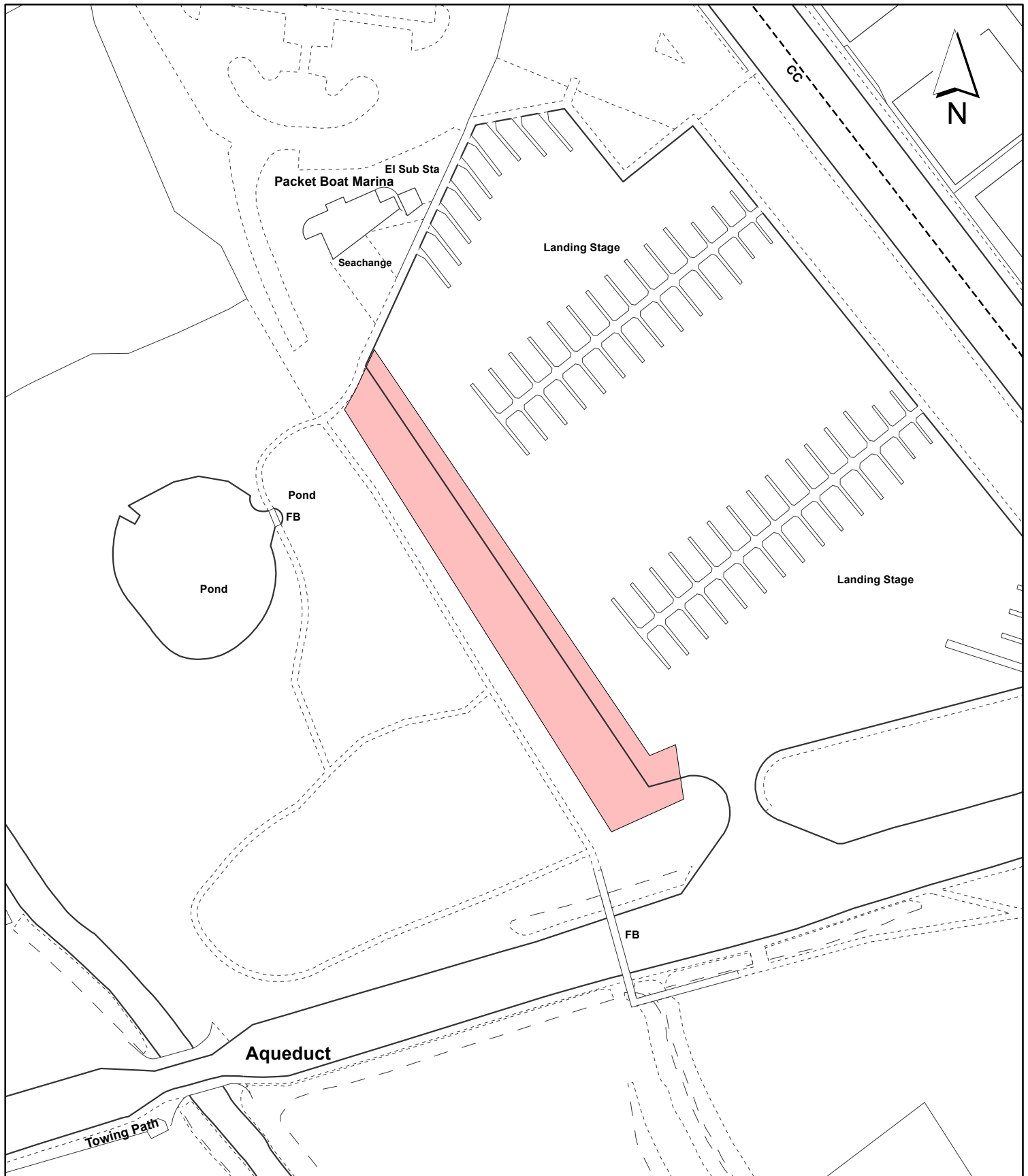
The proposal is considered to comply with relevant local, London Plan and national planning policies and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework

Contact Officer: Johanna Hart

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Notes:

 Site boundary

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Site Address:

Packet Boat Marina

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

Planning Application Ref:
53216/APP/2017/1711

Scale:
1:1,250

Planning Committee:
Central & South

Date:
August 2017

