

Report of the Head of Planning, Transportation and Regeneration

Address PACKET BOAT MARINA PACKET BOAT LANE COWLEY

Development: External alterations and extension to an existing facilities building

LBH Ref Nos: 53216/APP/2018/4460

Drawing Nos: Planning Statement, prepared by CSJ Planning Consultants Ltd
P246-PAC-01 A
P246-PAC-02
P246-PAC-03
P246-PAC-05
P246-PAC-06
P246-PAC-04

Date Plans Received: 20/12/2018

Date(s) of Amendment(s):

Date Application Valid: 20/12/2018

1. SUMMARY

Planning permission is sought for external alterations and extension to an existing facilities.

The proposal would include the infilling of the existing porch canopy on two elevations only and a single storey side extension parallel with the main building to the North-West flank elevation which would measure 6.8 m in depth, 2.3 m in width and would have a mono-pitch roof set level with the existing eaves height. The external alterations would include the installation of solar panels on either side and a solar tube collector and would be finished in materials to match the existing.

2. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan numbers P246-PAC-04 and P246-PAC-06.

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 HO4 Materials

The materials to be used in the construction of the external surfaces of the development

hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

2 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant 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.

3 I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, 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

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

Planning permission is sought for external alterations and extension to an existing facilities.

The proposal would include the infilling of the existing porch canopy and a single storey side extension parallel with the main building to the North-West flank elevation which would measure 6.8 m in depth, 2.3 m in width and would have a mono-pitch roof set level with the existing eaves height. The external alterations would include the installation of solar panels on either side and a solar tube collector and would be finished in materials to match the existing.

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 removal 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/2017/1711 Packet Boat Marina Packet Boat Lane Cowley
Construction of new fixed pontoon to provide 7 leisure moorings with associated engineering and landscape works

Decision: 05-09-2017 Approved

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: 19-09-2017 Approved

53216/APP/2017/4515 Packet Boat Marina Packet Boat Lane Cowley
Details pursuant to conditions 4 (Tree Protection), 5 (Landscaping) and 8 (Marina Wall) as attached to planning permission ref. 53216/APP/2017/1711 dated 07-09-2017 (Construction of new fixed pontoon to provide 7 leisure moorings with associated engineering and landscape works)

Decision: 11-12-2018 Refused

Comment on Relevant Planning History

The site has an extensive planning history,

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

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE4	New development within or on the fringes of conservation areas
OL1	Green Belt - acceptable open land uses and restrictions on new development
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th April 2019**

5.2 Site Notice Expiry Date:- **5th February 2019**

6. Consultations

External Consultees

A total of 14 adjoining and nearby neighbouring properties and businesses were consulted via letter dated 04.01.19 including a site notice displayed adjacent to the site on 14.01.19 and a notice displayed in the local newspaper.

No representations received.

River & Canal Trust: The proposed extensions help tidy up the west bank elevation, however if the interior spaces were naturally lit by windows/ sidelights rather than solar tubes would be more appropriate.

Environment Agency: Although the development is in close proximity to the canal, the Grand Union Canal is not designated a main watercourse. The Lead Local Flood authority has responsibility with regard to ordinary watercourses.

The proposed development is also not situated within a flood zone according to our models. As such we have saved this consultation as a mis-consultation and do not have any comments.

Internal Consultees

Environmental Health: No comments to make.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

There is no objection in principle to the external alteration and extension of an existing facilities building within the Packet Boat Marina subject to compliance with relevant policies of the Hillingdon Local Plan: Part Two- Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that new developments, within or on the fringes of Conservation Areas, should retain or enhance the character and appearance of such areas and those features which contribute to the special architectural qualities.

It is considered given the modest extent of the proposed works to a small existing facilities building, the proposal is not considered to adversely impact the character and appearance of the adjacent Cowley Lock Conservation Area.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Paragraph 145 of the National Planning Policy Framework (NPPF) (2018) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include limited infilling or complete redevelopment of previously developed land, which would not have a greater impact on the openness of the Green Belt than the existing development.

Policy OL1 of the Local Plan: Part Two states that agriculture, horticulture, nature conservation, open air recreation and cemeteries are the only open land uses which are acceptable in the Green Belt. All other forms of development are, by definition, 'inappropriate'. In order for 'inappropriate' development to be acceptable in the Green Belt, very special circumstances must apply.

The marina is classed as sui generis with the site fundamentally for the purposes of leisure and recreation. The proposed extension of the existing facilities building would be ancillary in nature for the purpose of the Marina. The proposal is therefore not considered to pose a detrimental impact to the visual amenity of the Green Belt. As such, the proposed development is for the purposes of recreation and is considered acceptable development within the Green Belt, in compliance with Policy OL1.

7.07 Impact on the character & appearance of the area

Policy EM3: Blue Ribbon Network of the Hillingdon Local Plan: Part 1 requires that the Council continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate. The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals. The Council will collaborate with adjacent local authorities to ensure that Hillingdon's river and canal corridors complement and link with cross boundary corridors.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that when considering proposals for development adjacent to or having a visual effect on the Grand Union Canal, the Local Planning Authority will seek to ensure that every opportunity is taken to:

- (i) Secure and where possible enhance the role of the canal and its immediate surrounds as a wildlife corridor;
- (ii) Secure environmental improvements appropriate to waterside areas;

- (iii) Ensure that buildings are of a design which complements the visual qualities of the canal in terms of scale, bulk, layout and materials;
- (iv) Conserve buildings or features associated with the working life of the canal;
- (v) Create new public access to the waterside towpath linked to the footpath network in the surrounding area;
- (vi) Enhance or create views through and from the development, from and towards the watercourse; and
- (vii) Retain existing leisure moorings unless alternative provision is made in suitable locations.

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

The application site is characterised as part of the marina, adjoining the Grand Union Canal. The proposal seeks an extension and alteration to an existing facilities building. The building is modest in scale and the proposed extensions are considered to satisfactorily integrate with its existing design and appearance and is therefore not considered to have a detrimental impact on the character and appearance of the area. Overall, the proposal is considered to accord with Policy EM3: Blue Ribbon Network of the Hillingdon Local Plan: Part 1 and Policy BE13 and BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of the occupiers and their neighbours.

It is considered the proposed extensions and alterations would not result in a loss of privacy or overlooking to the neighbouring buildings outside of the application site.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will be considered and requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

Due to the nature of the works, the proposal is not considered to result in an alteration to the existing car parking layout or affect the conditions of highway and pedestrian safety.

7.11 Urban design, access and security

Discussed above.

7.12 Disabled access

The new showers and toilets will be combined into single rooms, where currently they are separate. This represents a significant improvement to all, and in particular, disabled users of the Marina who will have improved and more spacious facilities.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Although the development is in close proximity to the canal, no trees or hedgerows would be affected by the proposal.

7.15 Sustainable waste management

Not applicable.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

The site does not lie within a Flood Zone.

7.18 Noise or Air Quality Issues

Not applicable.

7.19 Comments on Public Consultations

No comments were received from members of the public.

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

10. CONCLUSION

The proposed extension and alteration would not have a detrimental impact on the character, appearance and setting of the existing building, the surrounding area and the visual amenity of the Green Belt.

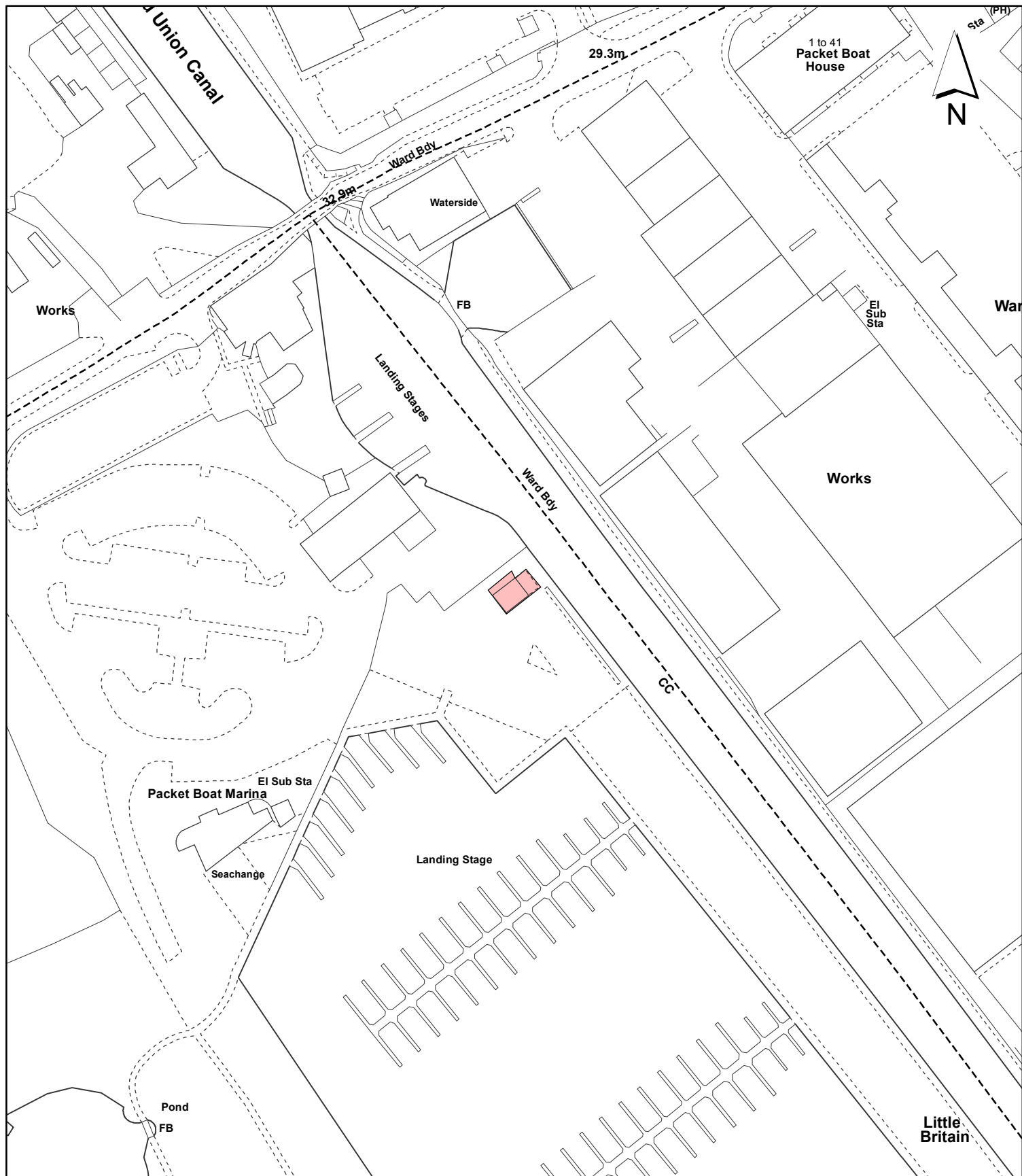
The proposed scheme complies with Policies BE8, BE10, BE13, BE15 and OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). It is therefore recommended that planning permission is granted subject to conditions.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
The London Plan (2016)
National Planning Policy Framework (2018)

Contact Officer: Naim Poptani

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Packet Boat
Marina Packet Boat Lane
Cowley**

Planning Application Ref:

53216/APP/2018/4460

Planning Committee:

Central & South

Scale:

1:1,250

Date:

April 2019

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
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