

Report of the Head of Planning, Transportation and Regeneration

Address CRANFORD PARK THE PARKWAY HAYES

Development: The erection of a detached cafe building, outdoor seating area with access, and minor alterations to the listed cellars beneath, minor alterations to the listed stable block with change of use to B1, extension to the existing car park, alterations to the existing information centre building and construction of bin store including all associated external works.

LBH Ref Nos: 14009/APP/2019/4088

Drawing Nos: 50027501-F-DAS-2019-12-13 Dec 2019
50027501-CBA-1-GF-DR-L-0001 Rev P1
535401 PL-101 Rev P5
535401 PL-105 Rev P5
535401 PL-401 Rev P3
3050-56-SK1A
3050-56-SK2A
3050-56-SK3
3050-56-SK4
3050-56-SK5
3050-56-SK6
18910-01 A
18910-03 A
535401 EX-001 Rev P1
535401 EX-010 Rev P1
535401 EX-100 Rev P1
535401 EX-101 Rev P1
535401 EX-102 Rev P1
535401 EX-200 Rev P1
535401 EX-201 Rev P1
535401 EX-202 Rev P1
535401 EX-300 Rev P1
535401 EX-400 Rev P1
535401 EX-401 Rev P1
535401 PL-102 Rev P3
535401 PL-103 Rev P3
535401 PL-106 Rev P3
535401 PL-200 Rev P3
535401 PL-201 Rev P3
535401 PL-400 Rev P1
50027501-November 2019
535401 June 2019 Survey Report and Repair Schedule
535401 REP-001 Rev P1
535401 REP-100 Rev P1
TH 2107 6th September 2019
Cranford Park Planning Statement
50027501-MP-2019-12-06 Nov 2019
535401 Cranford Park View 1
535401 Cranford Park View 2
535401 Cranford Park View 3

535401 Cranford Park View 4
535401 Cranford Park View 5
535401 Cranford Park View 6
50027501-CBA-1-GF-DR-L-0010 Rev P2
50027501-CBA-1-GF-DR-L-0110 Rev P2
18910-02 B
535401 PL-105 Rev P7

Date Plans Received: 20/12/2019 **Date(s) of Amendment(s):** 20/12/2019

Date Application Valid: 23/12/2019

1. SUMMARY

This application proposes works within Cranford Park to assist with the regeneration of the park by providing new facilities and to restore its historic core. It is proposed to repair the existing Grade II Listed Stable Block building, including refurbishment to provide flexible accommodation with the first floors converted to commercial use (Use Class B1). Also a new cafe (Use Class A3) with associated commercial kitchen, toilets and amenity accommodation is proposed above the Grade II Listed cellars of the former (now demolished) Cranford House. Access and refurbishment of the cellars is proposed for use linked to the new cafe building and also a part change of use of the cellar for a small quantum of non-cafe related floorspace for use as a museum/exhibition (Use Class D1). The existing kiosk building is proposed to be adapted for additional public toilets and further works are proposed that include a refurbishment and extension to the existing car park, landscaping works to improve access and circulation around the park and to restore historic landscape features.

The entire application site is located within the green belt. As set out within this report a proportion of the proposed works are considered to be appropriate development within the green belt. Certain elements such as the new cafe building are deemed to be inappropriate development, however on balance it is considered that very special circumstances are present. This includes saving the listed Grade II cellars, which are on Historic England's Heritage at Risk Register, from further deterioration and potential collapse.

The proposed works are considered to provide a significant level of regeneration to the park, to restore and protect the Listed structures within the park and to improve the character of the immediate locality, including the adjacent green belt land.

As such the proposed development is considered to accord with relevant policies and the application is recommended for approval, subject to relevant conditions.

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:

50027501-CBA-1-GF-DR-L-0001 Rev P1

18910-01 A

18910-03 A

3050-56-SK1A

3050-56-SK2A

3050-56-SK3

3050-56-SK4

3050-56-SK5

3050-56-SK6

535401 PL-102 Rev P3

535401 PL-103 Rev P3

535401 PL-106 Rev P3

535401 PL-200 Rev P3

535401 PL-201 Rev P3

535401 PL-400 Rev P1

535401 PL-401 Rev P3

535401 REP-001 Rev P1

535401 REP-100 Rev P1

535401 PL-101 Rev P5

535401 PL-105 Rev P5

18910-02 B

50027501-CBA-1-GF-DR-L-0110 Rev P2

535401 PL-105 Rev P7; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure that the development complies with the objectives of Policies within the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Design and Access Statement 50027501-F-DAS-2019-12-13 Dec 2019

Planning Statement Cranford Park

Scope of Services/Utilities 3050-1 Rev A 12th November 2019

Survey Report and Repair Schedule 535401 June 2019

Tree Survey Report for Cranford Park TH 2107 6th September 2019

Historical Statement 50027501-November 2019

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 within the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

4 NONSC Further Details

No development shall take place until the following details have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to:

- (a) Samples of materials
- (b) Details of the cafe roof parapet, solar fins and canopy
- (c) Detailed design proposals for portholes to the cellar passage
- (d) Detailed repairs specification for the vaulted cellars
- (e) Details and method statement for the retention of the north end original steps with the construction of new enclosed escape stair.
- (f) Details of plant room to vaulted cellar and service runs.
- (g) Details of extent of brickwork removal between piers of the eastern passage and the cellar vaults along with a method statement

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1, DMHB 2 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

5 NONSC Sample Panels

Sample panels of facing brickwork showing the proposed colour, texture, facebond and pointing shall be provided on site, and approved in writing by the local planning authority before the relevant parts of the approved works are commenced, and the sample panels shall be retained on site until the work is completed in accordance with the panel(s) so approved.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1, DMHB 2 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

6 NONSC Re-pointing and Mortar Specification

A specification of the mortar to be used in the repair of the heritage assets shall be submitted to and approved in writing by the local planning authority. Samples of repointing for the localised repair of the cellar vaults, stable block and curtilage walls and ha-ha shall also be provided on site, and approved in writing by the local planning authority before the relevant part of the works are commenced. The works shall be undertaken in accordance with the approved mortar specification and samples on site.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7 NONSC Windows and Doors

Elevational drawings at a scale of 1:20 and plan and vertical sectional drawings at a scale of 1:2 of the proposed windows and doors of the cafe and visitors centre shall be submitted to and approved in writing by the local planning authority. The works shall be undertaken in accordance with the approved details.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance

with Policies DMHB 1, DMHB 2 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

8 NONSC Retention of Fabric

All existing fabric shall be retained unless noted otherwise on the drawings approved under this consent.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

9 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 Hard Surfacing Materials
- 2.b External Lighting
- 2.c 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 DMHB 11 and DMHB 14 the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

10 NONSC Demolition and Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works

- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

11 NONSC Delivery and Servicing Plan

Prior to occupation of the development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, delivery, servicing and collection shall be carried out as agreed within this approved plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

12 NONSC Control of D1 Use

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the change of use of part of the cellars to D1 Use hereby approved, shall not be used as a religious or any other associated cultural facility or banqueting hall, health centre, day nursery or education use at any time.

REASON

To prevent local highway impact in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

13 NONSC Archaeology - Written Scheme of Investigation

No demolition or development shall take place until a Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the local planning authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance, research objectives and;

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited

archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

REASON

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

14 NONSC Archaeology - Foundation Design and Construction Method

No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure physical preservation of the site's archaeological interest, in accordance Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 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 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.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DME 4	Visitor Attractions
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 2	Listed Buildings

DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.3	(2016) Designing out crime
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

3

The Written Scheme of Investigation (WSI) will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

The WSI condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The WSI pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. Without this pre-commencement condition being imposed the application would not comply with NPPF paragraph 199. The archaeological work should include:

Excavation

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

The GLAAS support the idea of a professional organised community archaeology project rather the purely professional investigations usually seen on commercial development sites.

Historic Building Recording

Archaeological building recording is an investigation to establish the character, history, dating, form and development of a an historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes

place. The outcome will be an archive and a report which may be published. This would be analytical recording of the cellar structure to complement the above ground archaeological investigation.

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. The watching brief would cover the minor groundworks away from the house and cellars.

3. CONSIDERATIONS

3.1 Site and Locality

Cranford Park is a countryside park of 58 hectares. It is bounded to the north-east by the A312 (The Parkway) and the south-east by Avenue Park. Residential and other urban development lie to the north and south of the Park. To the west there is agricultural land and areas used for gravel extraction. Heathrow Airport lies less than a kilometre to the south west.

The park is bisected by the M4 Motorway into a smaller area to the north and a larger area to the south connected by two subways. The main vehicular access into the park is from the A312. There are several pedestrian access points along the northern and southern boundaries. The River Crane flows along the east edge of the park and the Frog Ditch flows along its western boundary. The area north of the M4 features dense woodland and open meadow areas. The area to the south of the M4 features the historic core of the Park as well as extensive open grassland areas.

The application site is located within the core of the park where there are several historic buildings and structures such as the access bridge, the former stables, the retained cellars and St. Dunstan's Church and graveyard. At present the former stables and the retained cellars are on Historic England's Heritage at Risk Register. Within the site there are also further remnants of the former mansion, the access drive, pleasure grounds, ha-ha wall, orchard, kitchen garden and Cranford Wood. In addition there is a car park, a children's playground and a small, modern building that houses an information centre.

The application site is located within an area of Green Belt, a SINC (Metropolitan Site of Borough Grade II Importance) and lies within the Cranford Park Conservation Area.

3.2 Proposed Scheme

The key objective of the works to the park are for the regeneration of the park overall with new facilities, to restore the high quality historical core of the park and enhance community use. The proposed works include the following elements:

New cafe pavilion and cellars

It is proposed to create a new cafe (Use Class A3) with associated commercial kitchen, toilets and amenity accommodation on the site of the now demolished Cranford House above the retained cellars. The concept for the new cafe building is based on the foundations of the old demolished mansion and the layout of ground floor rooms from the original mansion. Using this as a basis, the voids left by the mansions footprint would be

extruded up, creating blocks in the landscape to illustrate the original footprint of the house and the layout of the rooms. Some of these extrusions will form the new cafe building itself and some will be picked out within the hard and soft landscaping. The new building will also provide access to the cellars, opening up the space to the public and restoring the listed structure. The proposal also includes a part change of use of the cellar for a small quantum of non-cafe related floorspace for museum/exhibition use (Use Class D1).

Stable block

Repair of the existing fabric of the building using traditional materials including repointing using lime mortar, replacement spalled bricks using salvaged bricks to match; new roofing slates and lead flashings. New internal works to include refurbishment of all areas providing flexible accommodation and enhancement of existing interaction room which demonstrates the previous stable use of the building plus historical information and artefact. First floors are proposed to be converted to office use (Use Class B1) possibly to be used by the Friends of Cranford Park group or potential commercial use. The stable block walls are proposed to be repaired using traditional materials including repointing in lime mortar.

Existing kiosk

It is proposed that the existing kiosk building would be reconfigured internally to provide three public accessible toilets (including one disabled accessible facility) and to provide a new refuse and recycling store attached to the norther facade.

Car Park

The existing car park has 39 spaces, including two blue badge spaces. It is proposed to extend and reconfigure the car park to create 10 additional car parking spaces with 4 blue badge spaces. The reconfiguration will create a layout that improves the space for vehicles to manoeuvre safely. Two new motorcycle spaces would also be created. It is proposed to create of 4 active electric vehicle charging points and 11 passive charging points where none currently exist. In addition 10 cycle stands would be provided, with 6 adjacent to St. Dunstan's Church and 4 next to the proposed cafe building.

Landscaping

Improved access and circulation around the park with restoration of historic landscape features is proposed. It is intended that this would create an improved sense of arrival and more closely match the historic landscaping scheme as originally laid out, including providing a visual link to the site of the former house and new cafe. As noted above reference to the original ground floor layout of Cranford House would be interpreted and new surface treatments more appropriate for the conservation area are proposed such as a bitumen-bonded gravel surface on the existing road and new flag paving.

The proposals are expected to result in the creation of 10 full time employment opportunities.

3.3 Relevant Planning History

14009/APP/2013/2032 Cranford Park Stables East & West Wing Cranford Lane Harlington
Listed Building Consent for repairs and renovations to roof, flashing, cladding and interior.

Decision: 29-01-2015 Approved

14009/APP/2019/4090 Cranford Park The Parkway Hayes
The erection of a detached cafe building, outdoor seating area with access, and minor alteration

to the listed cellars beneath, minor alterations to the listed stable block with change of use to B1 extension to the existing car park, alterations to the existing information centre building and construction of bin store including all associated external works (application for listed building consent).

Decision:

Comment on Relevant Planning History

This application is supported by a parallel Listed Building Consent application for the works to the listed structures:

14009/APP/2019/4090 - The erection of a detached cafe building, outdoor seating area with access, and minor alterations to the listed cellars beneath, minor alterations to the listed stable block with change of use to B1, extension to the existing car park, alterations to the existing information centre building and construction of bin store including all associated external works (application for listed building consent) - Undetermined

4. Planning Policies and Standards

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)

The London Plan - Consolidated With Alterations (2016)

The West London Waste Plan (2015)

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 Greater London Authority (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.

The Mayor has considered the Inspectors' recommendations and, on the 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 does not wish to accept. On the 23rd December 2019, the Secretary of State outlined that a response will be due on or before 17th February 2020.

Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the Intend to Publish version of the Plan. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

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.HE1	(2012) Heritage
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DME 4	Visitor Attractions
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 2	Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones

DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.3	(2016) Designing out crime
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th February 2020**

5.2 Site Notice Expiry Date:- Not applicable

22nd January 2020

6. Consultations

External Consultees

Consultation letters were sent to 35 local neighbouring owner/occupiers on the 27/12/19 and the application was advertised by way of site notices. The following consultation responses have been received:

HESTON RESIDENTS ASSOCIATION

As Chairman of Heston Residents' Association this Planning Application has my full support.

CRANFORD PARK FRIENDS GROUP

I am Secretary of Cranford Park Friends and write on behalf of the Committee, which fully welcomes the proposals for the new building and the restoration and up-grading of the others, providing much-needed park facilities. Our group had a presentation on these plans at our AGM, and those present also expressed support. We believe the proposals will make the park more welcoming and will attract a wider cross-section of the local community, which is greatly in need of such resources. They will also enhance, and enable better interpretation of, the park's precious natural environment. One committee member (who was not on the Steering Group) feels the exterior of the cafe building should carry one or two features that help it relate more directly to the house on whose footprint it will stand. There are ways this could be done without significant changes to the basic structure.

CRANFORD PARK FRIENDS GROUP Further response

I am on the committee of the Cranford Park Friends group, and I am in favour of the plans to construct a new cafe and to make improvements to the stable block and cellars at the park. I would like to see the park used by as many people as possible. I believe the alterations would make the park more welcoming and interesting to a wider variety of people including young families, whilst not being detrimental to the surrounding natural environment of the park.

RECTOR OF CRANFORD

As the Rector of Cranford and having the ancient Parish Church of St Dunstan's adjacent to the proposed development, I am VERY excited about these proposals as are the members of the Parish. People travel some distance to visit the church when it is open on Saturdays during the year and even make arrangements to visit outside these hours. These facilities would add to their enjoyment of their visit to the Park and might very well encourage them to prolong their visit and indeed to come again. I am thrilled at the idea that people visiting the new development might also want to visit one of the most important historical buildings in the London Borough of Hillingdon.

CRANE VALLEY PARTNERSHIP

The Crane Valley Partnership (CVP) is an unincorporated association of public, private and third sector organisations that aims to:

- raise awareness and support action for conservation, restoration and new approaches to design and management of the river valley
- help communities take a sustainable approach to managing and improving the River Crane and its tributaries
- improve and protect the biodiversity of the area
- maximise the use of the river corridor as a resource for healthier living and educational activities for local people
- promote connectivity along the river corridor.

For more information on CVP please see: www.cranevalley.org.uk I should highlight that my response does not present the collective view of the partner organisations within CVP (which include

the applicant - LB Hillingdon).

Members of CVP will have their own perspectives on the proposal and (I assume) will submit their own responses accordingly if they wish to engage in the planning consultation process. Overall, I am very supportive of the proposals set out in Application 14009/APP/2019/4088 as I believe they will deliver several key benefits compatible with CVP's aims outlined above. The provision of public toilets and a cafe will greatly enhance the park's potential to serve as a gateway and hub site for people wishing to visit and explore the Crane river valley. These new facilities will make the park a more attractive destination for families and will also benefit walkers and cyclists using the London Loop and Hillingdon Trail routes. In my view it would be beneficial to include information on the River Crane and Frogs Ditch in the new package of on-site interpretation so that the historic and environmental significance of the local river system is fully understood and appreciated by visitors.

The fairly limited expansion of the car park (with more disabled bays, 4 electric charging points and ducting for further charging points in future) is welcomed in the context of hosting more visitors, but the applicant (London Borough of Hillingdon) should - from a sustainable transport perspective - also be mindful of the imperative to enhance public transport links to and from the park and the need to liaise with TfL, London Borough of Hounslow and other relevant stakeholders on this key issue.

The success of the redevelopment of the historic core area subject to the current application depends in no small measure on how the proposed new facilities ultimately compliment and support the vision for the wider landscape at Cranford Countryside Park and enhanced active transport links locally. Although not part of the current application area, there are references within the supporting documentation to planned associated works that will affect local watercourses, specifically:

- i) flood alleviation and water quality works (Frogs Ditch)
- ii) improvements to water flow (Frogs Ditch), and
- iii) riverside clearance, restoration to bankside grass and removal of overhanging trees (Crane).

All of these watercourse-focused interventions are welcomed in principle as they have the potential to enhance climate change resilience, biodiversity and/or amenity - but more detailed information is needed in order for me to make useful comments. Likewise, more detail on planned enhancements to active transport routes (particularly on the walking/cycling link going north) would be welcomed.

HILLINGDON ARTS ASSOCIATION

The Cranford Park is one of Hillingdon's 'hidden gems' in an area which is heavily urbanised and the Park, when enhanced will be of even greater value to the community than it is now. It has been a neglected green space for many years until more recently, but still lacks the amenities which are enjoyed in similar areas in the North of the borough. Because of its relative isolation it is essential that services such as toilets and parking are adequate for the visiting public and the provision of a cafe will have the potential to bring income to the project and therefore support further community developments on the site where there is great opportunity for drama, art, culture and historical heritage projects. As an Association we are pleased to support this application.

HISTORIC ENGLAND

No comments to make on the application.

HISTORIC ENGLAND (GLAAS)

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological

interest.

If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Heathrow Area.

As described in the Design and Access Statement, the application lies on the site of Cranford House and Park. The D&A usefully summarises the site's history and archaeological interest with further details provided in two reports on survey and trial excavation by AOC Archaeology in connection with the Cranford Park National Lottery Heritage Fund Project.

Cranford is the site of a medieval village recorded in the Domesday Book. Two medieval moated manors are recorded along with the church which still stands within the park adjacent to the application site. Aerial survey records traces of medieval ridge and furrow cultivation in the parkland. A country house was first built in the 17th century and replaced in the 18th century before being demolished in 1944 leaving only its cellars intact (now listed). Associated stables and historic garden features (e.g. a ha-ha and moated ice house) survive. Although damaged by construction of the M4 motorway and A412, the park retains a sense of local history connecting the modern recreational landscape back to a thousand years of rural Middlesex. Archaeology provides a way of engaging local people with this story and we are supportive of the Council's work with the Friends group on the current NLHF project.

We support the proposed works to conserve and provide access to the listed cellars and reveal the outline of the demolished house. Construction of the new cafe will inevitably involve some disturbance to the surviving footings and floors of the demolished house. This would necessitate sensitive design of the cafe's foundations together with archaeological excavation and recording prior to construction which could be done as a professionally organised community archaeology excavation. Inspection of the cellars themselves identified some apparent phasing of construction and other features worthy of recording as part of the overall archaeological project to understand the house's history.

Other minor groundworks to the car park, access roads and services could reveal features of archaeological interest.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains. However the significance of the asset and scale of harm to it is such that the effect can be managed using a planning condition. I therefore recommend the following condition on any consent:

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and;

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological

practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199. The archaeological work should include:

Excavation

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

As noted above we support the idea of a professional organised community archaeology project rather than the purely professional investigations usually seen on commercial development sites.

Historic Building Recording

Archaeological building recording is an investigation to establish the character, history, dating, form and development of a historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published.

This would be analytical recording of the cellar structure to complement the above ground archaeological investigation.

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

The watching brief would cover the minor groundworks away from the house and cellars.

Condition foundation design

I also recommend that the following condition is applied:

No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

Internal Consultees

POLICY TEAM

Green Belt

The whole of the red line boundary falls within the Green Belt. The Local Plan: Part 1 (2012) Policy

EM2 states that any proposals for development in the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test. Paragraph 143 of the NPPF (2019) outlines that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 145 of the NPPF (2019) outlines that there are some forms of development within the Green Belt that are not inappropriate. The minor alterations to the listed buildings are considered to fall under part c) of Paragraph 145, in so far as they are alterations to a building which would not result in disproportionate additions over and above the size of the original building. In addition to internal modifications to convert the information centre into public toilets, there is also a minor extension to accommodate a new bin store. This is also considered to fall under part c) of Paragraph 145. The planning statement also refers to the extension of the existing car park, which is required to facilitate a forecasted increase in the number of visitors. It should be noted however that the proposed 'extension area' would appear to be in long-term use as car parking already and the proposal is simply seeking to formalise this with hard surfacing and markings. This area is already bound by trees and the existing ditch. The formalisation of this area through hard surfacing is therefore considered to constitute limited infilling which would not have a greater impact on the openness of the Green Belt than the existing development and would fall under part g) of Paragraph 145. Very special circumstances are therefore not required for these parts of the proposal.

The applicant has stated that the proposed new cafe building at Cranford Park is proposed solely to support the wider use of the park and should fall under part b) of Paragraph 145. However, the proposal for a new 240 sqm single storey cafe (A3) is considered to constitute inappropriate development in the Green Belt, as this facility would have a greater impact on the openness of the Green Belt. The only built development above ground on the site at the moment is the existing high security fence, which is stated to have been erected in the 1980s. This would be replaced by a cafe which has a greater mass and would not have any views through in the same manner that the gapped palisade fence provides. It should be noted however that the footprint of the cafe with the outdoor seating area would be marginally smaller than the existing fence boundary.

Very special circumstances are therefore required to outweigh this harm to the green belt by reason of inappropriateness, as well as any other harm that the case officer considers to result from the proposal. In doing so, I would advise that the following considerations may outweigh such harm.

The redevelopment of the site as a cafe has been cited in this location in order to save the listed Grade II cellars from further deterioration and potential collapse. Of importance is the fact that they are on Historic England's Heritage at Risk Register. Policy HE1 of the Local Plan: Part 1 (2012) and Policy DMHB 1 of the Local Plan: Part 2 (2020) are explicit that the Council will actively encourage the regeneration and reuse of heritage assets, particularly those which have been included on the Risk Register. The construction of the cafe would have benefits to preventing further deterioration, as it would keep these cellars warm, dry and ventilated. The cafe and associated D1 floorspace would also allow the reuse of the Grade II cellars and promote increased public awareness of their existence. If the cafe was located elsewhere outside of the Green Belt, it would not be able to achieve these benefits.

The cafe and cellars are also a key component of the wider regeneration of the whole of Cranford Park, serving as the main focal point. The Council was successful in a bid to the Heritage Lottery Fund for major improvements to Cranford Park as part of a heritage-led regeneration project. The construction of the cafe however will secure a revenue stream for the park which will reduce its reliance on future grant funding to maintain heritage assets, therefore improving the overall viability of the project.

It should also be noted that the Development Infrastructure Funding Study (DIFS) (2017) for Hayes outlined that there is a need to increase the number of accessible and high quality open spaces in

and near to the Hayes Housing Zone, in order to address the existing shortage and high levels of anticipated new development. The Visitor Observation Study has cited that the lack of refreshment facilities, public toilets and shelter as existing limitations to the quality of the park which would benefit from the proposed cafe and cellars. Furthermore, the increased surveillance from the proposal would aid in discouraging the existing anti-social behaviour that has been noted to date within Cranford Park. The inclusion of these facilities would therefore enhance the network of open spaces in line with Policy EM4 of the Local Plan: Part 1 (2020).

B1 Floorspace

The proposal includes the refurbishment and change of use of the stables to create a small quantum of B1 floorspace, which is defined as a main town centre use within Annex 2 of the NPPF (2019). Paragraph 86 outlines that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Local Plan: Part 2 (2020) Policy DME 3 (Part F) also establishes that a proposal in this location is required to demonstrate that no other sequentially preferable locations are available.

A sequential test should therefore establish that the suitability of more central sites to accommodate the proposal have been considered. Importantly, the change of use is required in order to ensure the Grade II listed stables, which are on the at Risk Register, are restored and can be reused in viable manner moving forward, in line with Policy HE1 of the Local Plan: Part 1 (2012) and Policy DMHB 1 of the Local Plan: Part 2 (2020). Two of the rooms would also be operated as offices for the Site Manager, Community Engagement Officer and Apprentice, with one room available as an office and meeting place for the Cranford Park Friends. The National Planning Policy Guidance (NPPG) Paragraph 012 establishes that certain main town centres uses have particular locational requirements which may mean they may only be accommodated in specific locations and that this should be considered in the sequential test. It is therefore clear that there could not be another suitable sequentially preferable location that would allow the restoration of the Grade II listed stables and effectively ensure the management of Cranford Park. It is therefore concluded that a wider sequential search is not required.

A3 and D1 Floorspace

The proposal includes a new cafe (A3) and part change of use of the cellar for a small quantum of D1 floorspace. The redevelopment of the site as a cafe has been cited in this location in order to save the listed Grade II cellars from further deterioration and potential collapse. Notably these are on Historic England's Heritage at Risk Register. Policy HE1 of the Local Plan: Part 1 (2012) and Policy DMHB 1 of the Local Plan: Part 2 (2020) are explicit that the Council will actively encourage the regeneration and reuse of heritage assets, particularly those which have been included on the Risk Register. Furthermore, this site will be a focal point for the wider regeneration of Cranford Park and will assist in improving the quality of an important piece of open space, which is particularly important noting the forecasted growth in Hayes. Therefore there is no objection to their inclusion.

ACCESS OFFICER

1. The proposed number of accessible parking bays should be increased from 4 to 5 in accordance with the Council's UDP (Saved Policy) AM15.
2. Whilst making good/retaining the Heritage stone setts around the central lawn, the opportunity should be taken for uneven stones to be relaid and/or repointed to create a more desirable surface for older and ambulant disabled people. It is also strongly recommended that an alternative surface around the lawn, such as resin bonded gravel, is introduced alongside the stone setts to provide wheelchair users with a smooth surface.
3. The accessible toilet should be increased in size to provide internal dimensions of no less than 2.2 m by 1.7 m wide in accordance with BS 8300-1: 2018.

4. The proposed vertical platform lift should be carefully selected to ensure that its features and controls mimic those of a conventional passenger lift. It is especially important to ensure that the lift:

- door opens automatically;
- call buttons require only a single momentary 'press', rather than continuous pressure;
- buttons inside the lift car/enclosure require a single momentary 'press' to allow travel between floors;
- emergency call/alarm system is robust, with a suitably loud sounder/communication aid which can be heard in a busy public environment;
- can be manually operated in the event of a breakdown, and/or a suitable term contract put in place to ensure a rapid engineer response. Measures must be in place to ensure that disabled people do not become stranded should the lift suffer a breakdown.

Conclusion: further details are requested.

Case Officer comments

The above comments were provided to the applicant who has amended the proposals where possible and explained the reason why other suggestions are not feasible.

ACCESS OFFICER 2nd comments

In light of the additional information regarding the need to provide dedicated electric charging parking bays, it would be acceptable to provide 4, not 5, accessible parking bays.

In respect of the requested accessible toilet enlargement, plans PL-101 and PL-105 (revision P5) demonstrate compliance with BS 8300:2018.

Conclusion: no further comments are deemed necessary from an accessibility standpoint.

FLOOD AND WATER MANAGEMENT

No objections to the minor alterations and extensions to existing buildings.

Although the overall site size is large the works proposed are limited. It is noted the new cafe will have a green roof reducing run off from the site, and the car park extension will drain to a soakaway.

LANDSCAPE ARCHITECT

This site comprises a relatively small area within Cranford Park, including The Stables, the footprint of the original house, the car park and associated areas of hard landscape (driveway and walls) and soft landscape (trees and grass). The site is Council-owned and has no TPO's, however, trees are protected by virtue of their location within Cranford Park Conservation Area. The site lies within the Green Belt and is a SINC (Metropolitan Site of Borough Grade II Importance). This area is at the heart of the developed part of a current Heritage Lottery Fund (HLF) bid.

The proposal is supported by a Tree Report by THAC Ltd, which includes park and woodland trees beyond the subject of the planning application. Trees relating to the planning application include some of those in Area A (T7,9,11,13,14,15,16 and 17 on the schedule), Area B (T1,2,3,4,G5 and T6) and part of Area E (T7,11,12,36 and 38). Identified tree work required falls into two categories; trees to be removed to restore views / highlight specific historic trees and those to be removed for reasons of sound management regarding health and safety. The work required for management reasons will be re-assessed and prioritised according to need and budget, by LBH's tree manager. Aside from tree-related work, the HLF project will include hard and soft landscape enhancements within the red line of the application site in order to improve parking, accessibility, wayfinding and the historic setting.

No objection subject to landscape condition.

HIGHWAYS

The application site is situated in close proximity to the M4 / A312 Junction 3. The northern boundary of the site is formed by the M4 with the A312 to the east. To the south and west the application site is surrounded by Cranford Park itself. Immediately north of the site is a subway under the M4 motorway. The sole access to the site is along a narrow track with a paved bitumen macadam surface. This track leads off the M4 J3 gyratory and is approximately 450 metres in length. It should be noted that the M4 J3 itself is within the London Borough of Hounslow.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best.

According to the Transport for London WebCAT service the application site has a PTAL ranking of 0 indicating access to public transport is very poor compared to London as a whole suggesting that there will be a strong reliance on the private car for trip making.

The development proposed forms part of a wider project to enhance Cranford Park and make it a more attractive place to visit and enjoy. In response to the expected increase in visitor numbers it is proposed to extend the existing car park from 39 car parking spaces to 49. The new car parking will include 2 spaces for motorcycles, 4 wheelchair accessible spaces for disabled people and 4 spaces provided with active electric vehicle charging points (and 11 passive electric vehicle charging points). In addition 10 cycle stands will be provided. These cycle stands should be traditional 'Sheffield' stands preferably not type indicated in the Design and Access Statement. As part of the development a new mini-bus turning circle with a set down/pick up stop will be provided. The increase in the total number of car parking spaces proposed as well as the quantum of bicycle, motorcycle, disabled, parking spaces with electric vehicle charging points are broadly in accordance with Local Plan: Part 2 Development Management Policies (2020) DMT 6: Vehicle Parking and considered acceptable.

It is noted from the Design and Access Statement that the entrance road from the A312 will be widening to improve car passing space together with a vehicle turning area and mini-bus parking. The Highway Authority welcomes these facilities.

Taking into account that access to the site is gained from the M4 J3 the Highway Authority require that a Construction Logistics Plan is provided, this should be based upon the Guidance provided by Transport for London available at <http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf> and should be secured by way of a suitably worded condition.

The Highway Authority requires further detail regarding how deliveries to the site will be made or how refuse would be collected. It is therefore necessary that a Service and Delivery Plan is submitted, this should be drafted based on the guidance produced by TfL tailored to the development and local circumstances available:- <http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf>

There are no highway objections to this planning application.

CONSERVATION AND DESIGN OFFICER

Cranford Countryside Park is located to the north easterly location of Heathrow Airport close to Junction 3 of the M4 Motorway. The area is a highly valued green space in an urban location but is underutilised and in some areas is in a dilapidated condition. The M4 Motorway has divided the Park into two parts. The smaller northern portion has dense woodland and open meadow areas. Whereas in the larger southern portion can be found the historic core of the Park as well as

extensive open grassland areas. This larger portion forms the Cranford Park Conservation Area. The two areas are connected via subways under the M4.

The application for listed building consent seeks consent to construct a detached cafe building / seating area with the provision of new lift and stair access into the listed cellars beneath. The proposals also include minor alterations to the listed stable block with change of use to B1, extension to the existing car park, alterations to the existing information centre building and construction of a bin store including all associated external works. The proposals form part of a wider refurbishment and regeneration strategy for the park overall to enhance community use.

In December 2017, Hillingdon Council was successful in its Round 1 Bid to the Heritage Lottery Fund (HLF) for major improvements to Cranford Park. These included: repair of the historic buildings and structures, re-use of the Stables and the Cellars, the building of a new cafe with toilet facilities, the restoration of the historic landscape and improvements to biodiversity. Also included were two play areas, a circular cycling/walking track, improved and new parking areas, improved signage, interpretation and safety measures and an Activity Plan which includes events for visitors and a programme of volunteer participation.

At the core of the Park there are several historic buildings and structures as well as remnants of the former mansion, the access drive, Pleasure Grounds, Ha-Ha wall, Orchard, Kitchen Garden and Cranford Wood. There is also a small, modern building that houses an information centre, a car park and a small children's playground.

The heritage assets include nine listed buildings, all Grade II, on and around Cranford House. These are: The Stables, the Cellars of Cranford House, the bridge over the River Crane, the Ha-Ha, St. Dunstan's Church (grade II*), the five metre high Churchyard wall which adjoins the Stables, the walls to the north and south of the Stables on the western side and the long garden walls of the kitchen garden.

The park originally dates from the 1600s, however the main mansion and stable block was constructed in the 1700s. The house was demolished in 1945 but the red brick vaulted cellars (grade II) were, fortunately, left relatively intact. They are currently inaccessible to the public being accessed via a heavy metal trap door and cordoned off with intrusive security fencing for health safety concerns. Fortunately the cellars are in relatively good condition, although some areas of demolition rubble from the original house can be found within.

The stable block also remains in a relatively good condition despite a fire which resulted in some damage to the eastern portion internally. Some repairs have been undertaken in recent times to keep the building water tight until such a time that a future use for the building could be found.

The grade II listed cellars and stable block as well as the Cranford Park Conservation Area are included on Historic England's Heritage at Risk Register due to their deteriorating condition. A number of pre-application discussions have taken place prior to the submission of this application to discuss the proposed new cafe, repairs to the heritage assets and new uses for the vaulted cellars and stable block. The proposals are now considered acceptable in conservation terms subject to conditions.

The concept for the new cafe building is based on the foundations of the old demolished mansion and the layout of ground floor rooms from the original mansion. Using this as a basis, the voids left by the mansions footprint would be extruded up, creating blocks in the landscape to illustrate the original footprint of the house and the layout of the rooms. Some of these extrusions will form the new cafe building itself and some will be picked out within the hard and soft landscaping. This will help with the interpretation of the site and will create an interesting feature within the landscape.

The cafe building is to a contemporary design that will sit quietly and complement the historic setting. The use of brick as a primary construction material along with Corten elements such as solar fins, solar shading canopy and plant enclosure would complement the colour and tones of the existing historic structures and would result in a building that would not compete with stable block and remaining curtilage walls. The detailed design of the building will need to be agreed along with material samples.

The cellars will be connected to the cafe building via steps and a lift which will be located in the same place as the original servant's steps. This will allow the vaults to have a number of flexible uses such as events, cinema, private hire and exhibitions. It is intended that the cellars will remain relatively unaltered except with some localised opening up works and upgrades for M&E lighting, ventilation, power and some glazed portholes for natural light.

The long eastern barrel vaulted passage way will be lit by a series of rooflight portholes. These will be installed without compromising the integrity of the brick barrel vaulted structure with the use of a core drill. The portholes will help to naturally light a timeline within the corridor detailing Cranford Park's history. The detailed design of the bespoke portholes will need to be agreed by condition so that they are discreet additions that respect their historic setting and appearance of the barrel vaulted passageway.

The other internal works will see the creation of a plant room which will be retained within three of the vaulted bays. The detailed design of this enclosure and the M&E runs will need to be agreed by condition as there is currently insufficient information submitted with the application.

The other intervention would be the removal of some of the brickwork between the piers that divide the eastern passage with the main vaulted rooms. This will allow for easier and inclusive access so that the vaulted space and any future events can be enjoyed by all. The extent of brick work and the method for its removal will need to be agreed by condition.

The existing 'trap door' entrance into the cellar at the north end of the cellar will be converted to an escape stair. This will be enclosed in Corten cladding that should sit discretely at the southern end of the walled garden.

The existing stable block would remain as its current configuration with some alterations and refurbishments for craft workshops, interpretation and museum as well as a commercial use to the first floor. These works will generally be of a light touch that will primarily see the building sympathetically repaired to bring it back into use helping to secure its future for the long term.

The submitted Survey Report and Repair Schedule details the repair of the other listed structures found within the park. It acknowledges that the garden walls are generally in good condition although some areas are covered by vegetation including ivy. The ha-ha is in reasonable condition although some areas have collapsed or in need of rebuilding. The bridge over the River Crane is in good condition and no repairs are proposed.

The proposed new cafe with access to the vaults to create a flexible space along with the repair of the stable block, new landscaping and the creation of the visitor centre as well as the repair of the other listed structures will be a positive enhancement to Cranford Park. The proposals would be of benefit to both local people and visitors to the area and help to safeguard the heritage assets for the long term.

Another positive benefit of the proposals would be that once the works are complete the structures and conservation area would be removed from Historic England's Heritage at Risk Register.

Suggested conditions:

1. Submission of Details

Detailed drawings or samples of materials as appropriate, in respect of the following shall be submitted to and approved in writing by the local planning authority before the relevant part of the works is begun, and the works shall not be carried out other than in accordance with the details so approved and shall thereafter be so maintained:

- (a) Samples of materials
- (b) Details of the cafe roof parapet, solar fins and canopy
- (c) Detailed design proposals for portholes to the cellar passage
- (d) Detailed repairs specification for the vaulted cellars
- (e) Details and method statement for the retention of the north end original steps with the construction of new enclosed escape stair.
- (f) Details of plant room to vaulted cellar and service runs.
- (g) Details of extent of brickwork removal between piers of the eastern passage and the cellar vaults along with a method statement

Reason

To safeguard the special architectural and/or historic interest of the building

2. Sample panels required

Sample panels of facing brickwork showing the proposed colour, texture, facebond and pointing shall be provided on site, and approved in writing by the local planning authority before the relevant parts of the approved works are commenced, and the sample panels shall be retained on site until the work is completed in accordance with the panel(s) so approved.

Reason

To safeguard the special architectural and/or historic interest of the building

3. Sample of re-pointing and mortar specification

A specification of the mortar to be used in the repair of the heritage assets shall be submitted to and approved in writing by the local planning authority. Samples of repointing for the localised repair of the cellar vaults, stable block and curtilage walls and ha-ha shall also be provided on site, and approved in writing by the local planning authority before the relevant part of the works are commenced. The works shall be undertaken in accordance with the approved mortar specification and samples on site.

Reason

To safeguard the special architectural and/or historic interest of the building

4. Elevational drawings at a scale of 1:20 and plan and vertical sectional drawings at a scale of 1:2 of the proposed windows and doors of the cafe and visitors centre shall be submitted to and approved in writing by the local planning authority. The works shall be undertaken in accordance with the approved details.

Reason

To safeguard the special architectural and/or historic interest of the building

5. Retention of fabric

All existing fabric shall be retained unless noted otherwise on the drawings approved under this consent.

Reason

To safeguard the special architectural and/or historic interest of the building

7. MAIN PLANNING ISSUES

7.01 The principle of the development

All of the proposed development site is designated as Green Belt, which is a critical constraint in terms of the acceptability of the proposals. The Council's Policy Team have considered the submitted documentation and provided detailed comments raising no objection to the application.

The Local Plan: Part 1 (2012) Policy EM2 states that any proposals for development in Green Belt will be assessed against national and London Plan policies, including the very special circumstances test. Paragraph 143 of the NPPF (2019) outlines that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. There are several aspects the proposed scheme which can be considered in turn with regards to whether they are acceptable in principle.

Paragraph 145 of the NPPF (2019) outlines that there are some forms of development within the Green Belt that are not inappropriate. The minor alterations to the listed buildings and internal modifications to convert the information centre into public toilets, plus a minor extension to accommodate a new bin store are considered to fall under part c) of Paragraph 145, in so far as they are alterations to a building which would not result in disproportionate additions over and above the size of the original building. The proposed 'extension area' to the car park and the formalisation of this area through hard surfacing is considered to constitute limited infilling which would not have a greater impact on the openness of the Green Belt than the existing development. As such it would fall under part g) of Paragraph 145. Very special circumstances are therefore not required for these parts of the proposal.

The proposal for a new 240m² single storey cafe (A3) is considered to constitute inappropriate development in the Green Belt, as this facility would have a greater impact on the openness of the Green Belt. The existing high security fence is to be replaced by the cafe which has a greater mass and would not have any views through in the same manner that the palisade fence provides. It should be noted however that the footprint of the cafe with the outdoor seating area would be marginally smaller than the existing fence boundary. Very special circumstances are therefore required to outweigh this harm to the green belt by reason of inappropriateness.

The redevelopment of the site as a cafe has been cited in this location in order to save the listed Grade II cellars from further deterioration and potential collapse. Of importance is the fact that they are on Historic England's Heritage at Risk Register. Policy HE1 of the Local Plan: Part 1 (2012) and Policy DMHB 1 of the Local Plan: Part 2 (2020) are explicit that the Council will actively encourage the regeneration and reuse of heritage assets, particularly those which have been included on the Risk Register. The construction of the cafe would have benefits to preventing further deterioration, as it would keep these cellars warm, dry and ventilated. The cafe and associated D1 floorspace would also allow the reuse of the Grade II cellars and promote increased public awareness of their existence. If the cafe was located elsewhere outside of the Green Belt, it would not be able to achieve these benefits.

The cafe and cellars are also a key component of the wider regeneration of the whole of Cranford Park, serving as the main focal point. The construction of the cafe however will secure a revenue stream for the park which will reduce its reliance on future grant funding to maintain heritage assets, therefore improving the overall viability of the project.

The Development Infrastructure Funding Study (DIFS) (2017) for Hayes outlined that there is a need to increase the number of accessible and high quality open spaces in and near to

the Hayes Housing Zone, in order to address the existing shortage and high levels of anticipated new development. The Visitor Observation Study has cited that the lack of refreshment facilities, public toilets and shelter as existing limitations to the quality of the park which would benefit from the proposed cafe and cellars. Furthermore, the increased surveillance from the proposal would aid in discouraging the existing anti-social behaviour that has been noted to date within Cranford Park. The inclusion of these facilities would therefore enhance the network of open spaces in line with Policy EM4 of the Local Plan: Part 1 (2020).

The proposal includes the refurbishment and change of use of the stables to create a small quantum of B1 floorspace, which is defined as a main town centre use in the NPPF (2019). Paragraph 86 outlines that local planning authorities should apply a sequential test to planning applications for main town centre uses which are not in an existing centre. Local Plan: Part 2 Policy DME 3 also establishes that a proposal in this location is required to demonstrate that no other sequentially preferable locations are available.

A sequential test should therefore establish that the suitability of more central sites to accommodate the proposal have been considered. Importantly, the change of use is required in order to ensure the Grade II listed stables, which are on the at Risk Register, are restored and can be reused in viable manner moving forward, in line with Policy HE1 of the Local Plan: Part 1 (2012) and Policy DMHB 1 of the Local Plan: Part 2 (2020). Two of the rooms are proposed to be operated as offices for the Site Manager, Community Engagement Officer and Apprentice, with one room available as an office and meeting place for the Cranford Park Friends. It is therefore clear that there could not be another suitable sequentially preferable location that would allow the restoration of the Grade II listed stables and effectively ensure the management of Cranford Park. It is therefore concluded that a wider sequential search is not required.

The proposal includes a new cafe (A3) and part change of use of the cellar for a small quantum of non-cafe related floorspace for exhibition or museum related space (Use Class D1). The redevelopment of the site as a cafe has been cited in this location in order to save the listed Grade II cellars from further deterioration and potential collapse. Notably these are on Historic England's Heritage at Risk Register. Policy HE1 of the Local Plan: Part 1 (2012) and Policy DMHB 1 of the Local Plan: Part 2 (2020) are explicit that the Council will actively encourage the regeneration and reuse of heritage assets, particularly those which have been included on the Risk Register. Furthermore, this site will be a focal point for the wider regeneration of Cranford Park and will assist in improving the quality of an important piece of open space, which is particularly important noting the forecasted growth in Hayes.

The proposed D1 Use is considered acceptable given the scale proposed and its links to the wider park in terms of the historical information is it intended to propose. However alternative D1 uses would not be deemed appropriate, such as a health centre or nursery and as such a condition is recommended to control the use approved.

Subject to condition the proposed development is therefore considered to be acceptable and in accordance with Policies HE1, EM2 and EM4 of the Local Plan: Part 1 (2012), Policy DMHB 1 of the Local Plan: Part 2 (2020) and the NPPF.

7.02 Density of the proposed development

Not relevant to the determination of the application.

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies

(January 2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The proposed development has been examined by the Greater London Archaeological Advisory Service (GLAAS) who have confirmed their support for the proposals and recommended archaeological requirements in terms of proposed conditions should the application be approved. These conditions are recommended to be attached to any grant of planning consent.

The proposed development is therefore deemed to accord with Policy DMHB 7 of the Local Plan: Part 2 - Development Management Policies (2020) and the London Plan (2016).

CONSERVATION AREA AND LISTED BUILDINGS

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to substantial harm or total loss of significance without providing substantial public benefit that outweighs the harm or loss;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposals relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

Policy DMHB 2 states that applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutory Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in

terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on the significance. The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required. Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

Policy DMHB 4 requires that new development, including alterations and extensions to existing buildings, within a Conservation Area, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

The application site is within the designated Cranford Park Conservation Area and has a number of Listed Buildings located on site. These include the access bridge, the former stables, the retained cellars and St. Dunstan's Church and graveyard. There are also further remnants of the former mansion, the access drive, pleasure grounds, ha-ha wall, orchard and kitchen garden in the immediate locality.

The proposed new cafe with access to the vaults to create a flexible space along with the repair of the stable block, new landscaping and the creation of the visitor centre as well as the repair of the other listed structures will be a positive enhancement to Cranford Park. The proposals would be of benefit to both local people and visitors to the area and help to safeguard the heritage assets for the long term.

A significant positive benefit of the proposals would be that once the works are complete the statutory Listed structures within the Conservation Area that are currently on the Historic England's Heritage at Risk Register would be removed from this list.

Historic England (GLAAS) and the Council's Conservation and Design Officer have reviewed the proposals and provided comments in support of the application. Subject to conditions they raise no objection to the proposals.

As such it is considered the proposed development accords with Policies DMHB 1, DMHB 2 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.04 Airport safeguarding

Not relevant to the determination of the application.

7.05 Impact on the green belt

The entire application site is located within the green belt. The impact of the proposed development on the function of the green belt is considered in detail within Section 7.01 'The Principle of Development' of this report.

As set out above a proportion of the proposed works are considered to be appropriate development within the green belt in accordance with paragraph 145 of the NPPF. Certain elements such as the new cafe building are deemed to be inappropriate development,

however on balance it is considered that very special circumstances are present which outweigh any harm to the greenbelt. The redevelopment of the site as a cafe has been cited in this location in order to save the listed Grade II cellars from further deterioration and potential collapse. Of importance is the fact that they are on Historic England's Heritage at Risk Register. Policy HE1 of the Local Plan: Part 1 (2012) and Policy DMHB 1 of the Local Plan: Part 2 (2020) are explicit that the Council will actively encourage the regeneration and reuse of heritage assets, particularly those which have been included on the Risk Register.

The proposed works are considered to provide a significant level of regeneration to the park, to restore and protect the Listed structures within the park and to improve access and the character of the immediate locality, including the green belt.

The proposed development is therefore deemed in accordance with Policy HE1 of the Local Plan: Part 1 (2012), Policy DMHB 1 of the Local Plan: Part 2 (2020) and the NPPF.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and undesignated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The new cafe pavilion will be a detached structure, located in part in the original location of the demolished mansion and over the existing cellars. The cafe will provide level access to the ground floor, containing the cafe seating area, ancillary kitchen accommodation and cafe toilets. There will be a vertical core allowing access to the cellars from within the pavilion, via staircase and lift. The building would be 25.6m long running north to south and the majority of the building would be 10m wide, however an entrance area to the east would add a further 3.2m in width for a 9m long section. The new cafe would be flat roofed at 3.4m high, plus a small section of plant that would be an additional 1.1m in height.

The proposed cafe would be of modest size, being of about 240 square metres and single storey. Included in this footprint is the solid kitchen, the part glazed dining area with brise soleil, external staircase, lift and toilets and an outside sitting area under a pergola. The materials would be primarily of brick, partially clad in Corten (including the plant), with glazing and a green roof. The applicant's advise that 'special attention has been paid to its design with the aim being a modern and attractive exterior, of sufficient quality to provide the end stop of long views down the driveway, but a building which would harmonise with its surroundings, its colour palette respecting the red brick walls of the courtyard and

stables'.

The proposed new cafe with access to the vaults to create a flexible space along with the repair of the stable block, new landscaping and the creation of the visitor centre as well as the repair of the other listed structures will be a positive enhancement to Cranford Park and the character and appearance of the local area. The proposals would be of benefit to both local people and visitors to the area and help to safeguard the heritage assets for the long term.

The Council's Conservation and Design Officer has reviewed the proposals and provided comments in support of the application. Subject to conditions they raise no objection to the proposals.

As such it is considered the proposed development accords with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan: Part 2 - Development Management Policies (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposals would be located some 160m from the closest residential neighbours, on the opposite side of the M4 Motorway. While there may be some increase in vehicle movements associated with the proposed works this would enter the existing road network at the Parkway Roundabout and as such is unlikely that this would result in any perceptible difference to residents.

As such it is considered that the proposal does not result in an un-neighbourly form of development and complies with the requirements of Policy DMHB 11 of the Local Plan: Part 2 - Development Management Policies (2020).

7.09 Living conditions for future occupiers

Not relevant to the determination of the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

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

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

The site is situated in close proximity to the M4 / A312 Junction 3 and the sole vehicle access is along a narrow track with a paved bitumen macadam surface. This track leads off the M4 J3 gyratory and is approximately 450 metres in length. The application site has a PTAL ranking of 0 indicating access to public transport is very poor compared to London as a whole.

The development proposal forms part of a wider project to enhance Cranford Park and make it a more attractive place to visit and enjoy. In response to the expected increase in visitor numbers it is proposed to extend the existing car park from 39 car parking spaces to 49. The new car parking would include 2 spaces for motorcycles, 4 wheelchair accessible spaces for disabled people and 4 spaces provided with active electric vehicle charging points (and 11 passive electric vehicle charging points). In addition 10 cycle stands would be provided. As part of the development a new mini-bus turning circle with a set down/pick up stop will be provided. The increase in the total number of car parking spaces proposed as well as the quantum of bicycle, motorcycle, disabled, parking spaces with electric vehicle charging points are broadly in accordance with Local Plan: Part 2 Development Management Policies (2020) DMT 6: Vehicle Parking and considered acceptable.

The Council's highways Engineer has reviewed the proposals and raises no objection to the application subject to conditions that require the submission of a Construction Logistics Plan and a Service and Delivery Plan to be submitted and approved by the Council. It is noted that the entrance road from the A312 will be widened to improve car passing space together with a vehicle turning area and mini-bus parking. The Highway Authority welcomes these facilities.

The proposals are therefore deemed to be in accordance with Policies DMT 1, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the National Planning Policy Framework (NPPF) and Policy 6.3 of the London Plan (2016).

7.11 Urban design, access and security

Policy DMHB 15 of the Local Plan: Part 2 - Development Management Policies (2020) requires all new development to ensure safe and attractive public and private spaces.

At present the park is underused and suffers from anti-social behaviour and a lack of natural surveillance. The lack of refreshment facilities, public toilets and shelter are considered as existing limitations to the quality of the park as a visitor destination. It is considered that the increased surveillance from the proposed cafe and refurbished stable

block buildings, as well as increased visitor footfall would aid in discouraging the existing anti-social behaviour that has been noted to date within Cranford Park. The inclusion of these facilities would therefore enhance the security of the area in line with Policy DMHB 15 of the Local Plan: Part 2 - Development Management Policies (2020).

7.12 Disabled access

Policy 7.2 of the London Plan (March 2016) requires that the all new development provides the highest standards of accessible and inclusive design.

It is proposed that the existing kiosk building would be reconfigured internally to provide three public accessible toilets, including one disabled accessible facility. The number of blue badge car parking spaces would be increased from two to four and the existing hard landscaping and surface treatments will be refurbished and improved for greater accessibility.

The Council's Access Officer has reviewed the proposed development and following amendments to the proposed new public toilets they have confirmed they have no objection to the submitted details or to the proposed scheme. Therefore the proposed scheme is considered to be in accordance with Policies 3.8 (Housing Choice) and 7.2 (Inclusive Environment) within the London Plan (2016).

7.13 Provision of affordable & special needs housing

Not relevant to the determination of the application.

7.14 Trees, landscaping and Ecology

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

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

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The site is Council-owned and has no TPO's, however, trees are protected by virtue of their location within Cranford Park Conservation Area. The site lies within the Green Belt and is a SINC (Metropolitan Site of Borough Grade II Importance).

The identified tree work required falls into two categories; trees to be removed to restore views / highlight specific historic trees and those to be removed for reasons of sound management regarding health and safety. In total 5 trees are proposed to be removed, 4 that block the historical views and 1 that is required to be removed in order to facilitate the extension to the car park. Two new trees are proposed at the entrance to the car park to partially mitigate against this loss. Whilst there is a loss of three trees overall the Council's Landscape Architect has confirmed that they have no objection to this work being carried out. In addition it is worth noting that there are a significant number of mature trees within the immediate and wider area. Within the small section of the park that sits within the red

line boundary of the application there are over 20 trees that would be retained and hundreds more trees are within the wider park. In this context the loss of three trees as part of the park enhancement works is considered acceptable.

Aside from tree-related work, the HLF project will include hard and soft landscape enhancements in order to improve parking, accessibility, wayfinding and the historic setting. It is proposed that bat roosts will be provided within the existing stable block roof.

The Council's Landscape Architect has reviewed the submitted details and raised no objections to the proposals subject to additional information being required with regards to proposed surface materials and management and maintenance of landscaping. These details are recommended to be secured by condition and therefore subject to conditions the scheme is deemed to be in accordance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and the London Plan (2016).

7.15 Sustainable waste management

London Plan Policy 5.17 and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) require adequate provision to be made for refuse and recycling facilities for new development.

It is proposed that a large new refuse and recycling store would be attached to the norther facade of the existing kiosk building. In addition it is recommended that a Delivery and Servicing Plan be required via an appropriately worded condition should the application be approved.

As such the proposal is considered to be in accordance with London Plan Policy 5.17 and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (March 2016).

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

The new cafe will conform to Part L of the building regulations to the highest level by incorporating fully insulated floor slab, walls and roof zones, utilising dual flush toilets and taps with hot water heated via air-source heat pumps via insulated flow and return pipes. In addition a green roof on single ply membrane is proposed.

As such the scheme is considered to accord with Policy 5.3 of the London Plan, Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.17 Flooding or Drainage Issues

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

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

The proposed development is within Flood Zone 1 which is the zone at the lowest risk of flooding. The Council's Flood and Water Management Officer reviewed the submitted details and confirmed that they have no objections to the proposals nor require any conditions be added should the application be approved. The works proposed are limited and they note that the new cafe will have a green roof reducing run off from the site and that the car park extension will drain to a soakaway.

Therefore the proposed scheme is deemed to accord with Policies 5.12 and 5.13 of the London Plan (March 2016), Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.18 Noise or Air Quality Issues

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy 7.14 of the London Plan (March 2016) further supports this.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is within an air quality management area. It is proposed that the new cafe will be powered by an Air Source Heat Pump, as will the Stables, and that this will provide all energy requirements. There is no gas supply to the site, and the application confirms that this arrangement is not planned to be changed. Moreover, the new cafe will

be insulated to a high specification to protect it from the cold in winter, with brise soleil and natural ventilation to protect the glazed seating area from high temperatures in summer.

In addition, at present the car park has no electric vehicle charging points. It is proposed that 4 active charging points and 11 passive charging points will be introduced as part of the proposals as well as additional cycle parking to encourage sustainable forms of transportation.

As such there are no concerns raised in terms of air quality and the application is considered to accord with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

NOISE

The Government's National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

The proposals would be located some 160m from the closest residential neighbours and therefore the development is not considered likely to have any impact on the occupiers of these properties. The site is within close proximity of the M4 Motorway, however there is significant mature landscaping which shields the site acoustically.

Therefore no concerns are raised with regards to any detrimental impact from noise and the scheme is deemed to accord with Policy 7.15 of the London Plan (2016).

7.19 Comments on Public Consultations

All comments received in relation to the proposals have been in support of the application.

7.20 Planning obligations

Policy DMCI 7 of the Local Plan: Part 2 Development Management Policies (2020) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. This policy is supported by more specific supplementary planning guidance.

Should the application be approved, no planning obligations are considered to be required to mitigate against any detrimental impacts of the proposed development. As such the scheme is deemed to accord with Policy DMCI 7 of the Local Plan: Part 2 Development Management Policies (2020).

Community Infrastructure Levy (CIL)

The Council has adopted its own Community Infrastructure Levy (CIL). However the application is not Hillingdon CIL liable with respect to new floorspace being created due to the use class proposed.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area for schemes over 100m² to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable for the 240m² with respect to new floorspace being created.

7.21 Expediency of enforcement action

None

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

This application proposes works within Cranford Park to assist with the regeneration of the park by providing new facilities and to restore its historic core. It is proposed to repair the existing Grade II Listed Stable Block building, including refurbishment to provide flexible accommodation with the first floors converted to commercial use (Use Class B1). Also a new cafe (Use Class A3) with associated commercial kitchen, toilets and amenity accommodation is proposed above the Grade II Listed cellars of the former (now demolished) Cranford House. Access and refurbishment of the cellars is proposed for use linked to the new cafe building and also a part change of use of the cellar for a small quantum of non-cafe related floorspace for use as a museum/exhibition (Use Class D1). The existing kiosk building is proposed to be adapted for additional public toilets and further works are proposed that include a refurbishment and extension to the existing car park, landscaping works to improve access and circulation around the park and to restore historic landscape features.

The entire application site is located within the green belt. As set out within this report a proportion of the proposed works are considered to be appropriate development within the green belt. Certain elements such as the new cafe building are deemed to be inappropriate development, however on balance it is considered that very special circumstances are present. This includes saving the listed Grade II cellars, which are on Historic England's Heritage at Risk Register, from further deterioration and potential collapse.

The proposed works are considered to provide a significant level of regeneration to the park, to restore and protect the Listed structures within the park and to improve the character of the immediate locality, including the adjacent green belt land.

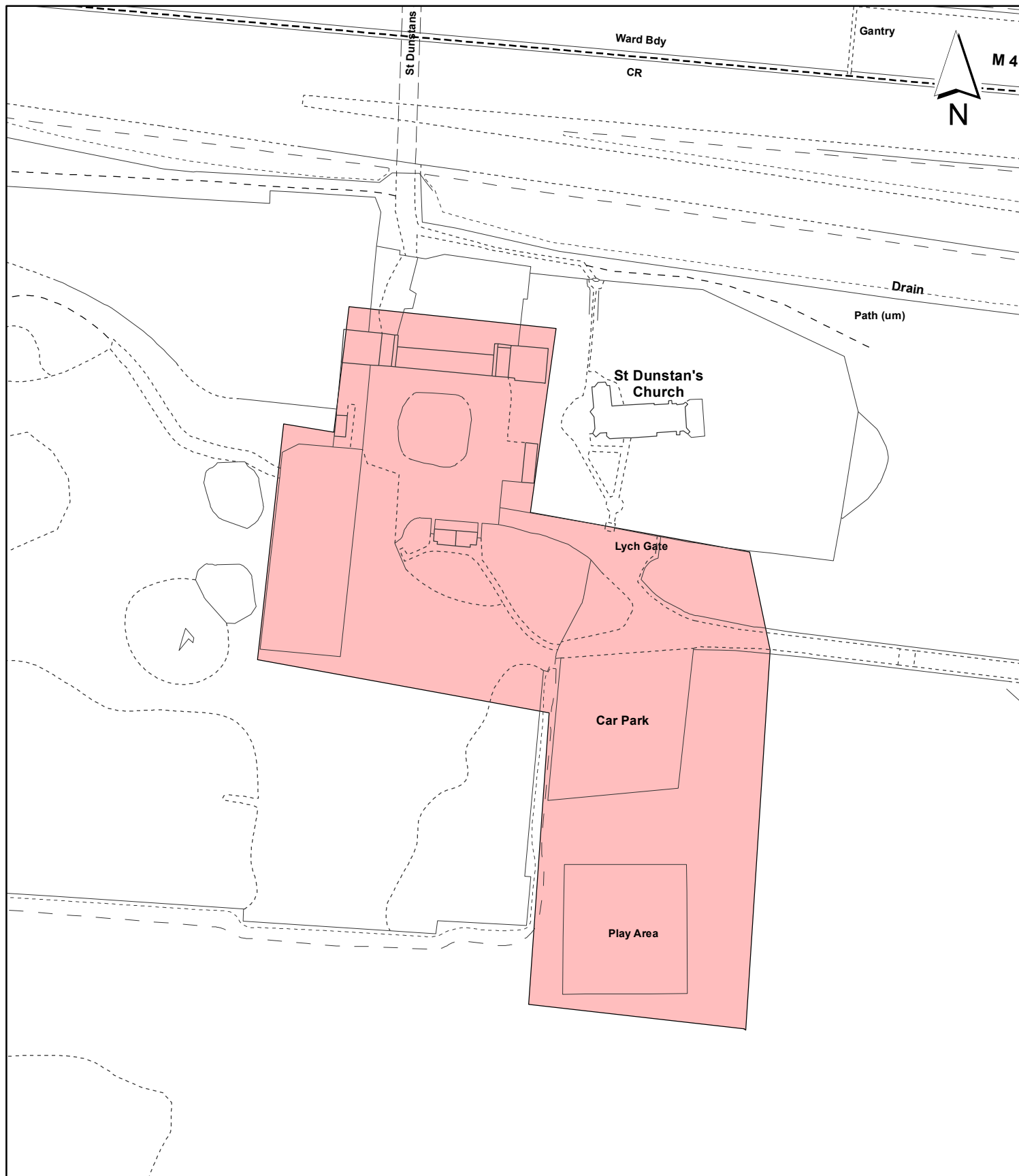
As such the proposed development is considered to accord with relevant policies and the application is recommended for approval, subject to relevant conditions.

11. Reference 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)
The London Plan - Consolidated With Alterations (2016)
The National Planning Policy Framework (NPPF) (2019)

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

**Cranford Park
The Parkway
Hayes**

Planning Application Ref:

14009/APP/2019/4088

Planning Committee:

Major

Scale:

1:1,250

Date:

February 2020

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

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON