

APPLICATION FOR: 53216/APP/2014/2300

PACKET BOAT MARINA PACKET BOAT LANE COWLEY

COMMITTEE: Major Apps PC

DATE: 16th September 2014

I confirm:-

- All consultations have been completec
- All consultations are reflected in the report.
- The report is free from spelling, typing and grammatical errors.

Final formatting:

Signed:- _____
Case Officer

Signed:- _____
Team Manager

Signed:- _____
Senior Manager

I agree this report can go on the agenda for the above Committee.

Signed:- _____
DC Tech Admin

Item No. **Report of the Head of Planning, Building Control, Sport & Green Spaces**

Address PACKET BOAT MARINA PACKET BOAT LANE COWLEY

Development: Change of use of ten (10) existing leisure moorings to residential moorings

LBH Ref Nos: 53216/APP/2014/2300

Drawing Nos: Planning Supporting Statement Appendix 1 - Pre-Application Response
13.12.13
Planning Supporting Statement Appendix 2 - BWML Mooring Definitions
PBMR/001 Site Plan
Planning Supporting Statement
Flood Risk Assessment Final Report v1.0
Planning Supporting Statement Addendum - Packet Boat Marina

Date Plans Recieved: 30/06/2014

Date(s) of Amendment(s):

Date Application Valid: 14/07/2014

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 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 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan, PBMR/001 Site Plan, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (July 2011).

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 (July 2011) and national guidance.

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
OL1	Green Belt - acceptable open land uses and restrictions on new development

3. CONSIDERATIONS

3.1 Site and Locality

The Packet Boat Marina is located on the western edge of the borough, on the south eastern side of Packet Boat Lane, immediately to the west of the Water's Edge Public House and the Grand Union Canal, north of its junction with the Slough Arm. The site provides a marina with wide beam and narrow boat berths, a visitor centre and shop, boatyard, landscaped grounds and a car park accessed from Packet Boat Lane to the north. The entrance to the marina for boat traffic is from the Slough Arm to the south.

The marina forms part of the Green Belt and is a Nature Conservation Site of Metropolitan or Borough Grade I Importance. It also forms part of the Colne Valley Regional Park and is located within Flood Zone 1. The Water's Edge Public House and the boatyard of the marina also form part of the Cowley Lock Conservation Area which adjoins the application site to the north.

The site has a Public Transport Accessibility Level (PTAL) of 1a.

3.2 Proposed Scheme

Planning permission is sought for the change of use of ten existing leisure moorings to residential moorings.

The marina currently provides berths for a mixture of wide beam and narrow boats. The site comprises 157 moorings, of which 20 are existing residential moorings. The proposal would therefore result in a total of 30 residential moorings which would be spread out across the marina. The proposal would not result in an increase in the number of boats located within the marina. There would be no change to the existing parking, refuse and toilet/shower facilities on the site.

3.3 Relevant Planning History

53216/98/1499 Rear Of Turning Point Ph Packet Boat Lane Cowley Uxbridge
Construction of a 93-berth marina with associated residential moorings, visitor centre and retail area, sanitary station and car parking facilities. Upgrade of the existing boat repair buildings and yard including the construction of a dry dock. Rationalisation and improvement of the garden area and car parking of the existing public house/ restaurant. Development of an urban farm and associated parking. Retention and reprofiling of a reduced lake area. (Application involves removal of an existing horticultural nursery and demolition of glasshouses)

Decision: 03-03-1999 Approved

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

Decision: 23-11-2004 Approved

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

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

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

Decision: 06-11-2012 Refused

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

Decision: 25-07-2012 Approved

Comment on Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas

BE13 New development must harmonise with the existing street scene.

BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
OL1	Green Belt - acceptable open land uses and restrictions on new development

6. Additional Policy Details

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 26 local owners/occupiers. No responses were received.

Canal & River Trust:

No objection received. Further at pre-application stage the Canal & River Trust indicated they had no objections to the proposal.

Environment Agency:

No objection received.

Natural England:

No objection.

Internal Consultees

Conservation Officer:

There are no objections to this proposal in terms of heritage or design issues.

Floodwater Management Officer:

The Flood Risk Assessment submitted shows that the site is not at risk of flooding and therefore there is no objection to the proposed changes of use from leisure to residential moorings.

Sustainability Officer:

No objection

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy BE33 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that applications for residential moorings will be assessed on the following criteria:

(i) residential moorings should be located on urban stretches of the canal and not on rural or open stretches where they would be incongruous and out of place;

(ii) they should be located so that they do not interfere with other uses of the canal, or use of the bank or towpath, and should generally be located off the canal in a marina or basin, or on the non-towpath side;

(iii) the number and density of boats at any point should not be so great that they act as a barrier separating people on the bank from the canal, or exert a detrimental effect on the canal scene;

(iv) provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the canal; and

(v) adequate service facilities must be provided.

The proposal would not increase the total number of moorings within the marina as the ten moorings already exist and are used by boat owners on a semi-permanent basis for unlimited leisure use. The change to residential use would allow permanent residency. The use of moorings for permanent residency within the Packet Boat Marina has already been established with 20 existing residential moorings.

There would be no change to the existing refuse and toilet/shower facilities on the site.

As such, there is no objection in principle to the change of use of the leisure moorings to residential moorings.

7.02 Density of the proposed development

Not applicable to this application.

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

The Cowley Lock Conservation Area adjoins the application site to the north. Ten existing leisure moorings, used by boat owners on a semi-permanent basis, would be changed to residential use, thereby allowing boat owners permanent residency. The proposal would not impact on the character and appearance of the adjoining Cowley Lock Conservation Area. The Council's Conservation Officer does not object to the proposal.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

The application site is located within the Green Belt. Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires developments to protect the visual amenity of the Green Belt.

The 10 moorings already exist and are used by boat owners on a semi-permanent basis. The proposal would allow the boat owners permanent residency. As such, there will not be an increase in the total number of moorings on the site, and there would be no impact on the visual amenity of the Green Belt.

The proposal therefore complies with Policy OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

The proposed change of use of ten leisure moorings to residential moorings would not impact on the character and appearance of the street scene and the surrounding area as residential moorings would be indistinguishable from the leisure moorings and there would be no change to the existing on-site facilities.

7.08 Impact on neighbours

The application site already comprises of moorings used for residential purposes. The ten existing leisure moorings are already in use by boat owners on a semi-permanent basis. Changing their use from leisure to residential would allow boat owners permanent

residency. As the moorings are already in use, it is not considered that the proposal would detrimentally impact on neighbouring moorings.

7.09 Living conditions for future occupiers

The marina already comprises of 20 existing residential moorings, and toilet/shower facilities are available to users of the marina. The proposal would not impact on the existing facilities.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The marina has parking for over 140 cars with 20 spaces allocated to the existing residential moorings. The proposal would allocate another 10 spaces to the new residential moorings. Adequate parking would be retained for use by other users of the marina. There would not be an increase in traffic to/from the site as a result of the application.

7.11 Urban design, access and security

- Urban Design

Not applicable to this application.

-Access

The proposal does not make any changes to the existing access arrangement.

- Security

There would be no change to the security arrangements on the site.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

There would be no change to the existing refuse facilities on the site as a result of this proposal.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Packet Boat Marina is located within Flood Zone 1. As the application site is over 1 hectare, the applicant has submitted a Flood Risk Assessment as part of this application. The Flood Risk Assessment concluded that the proposal would not result in an increased flood risk to the site. The Council's Floodwater Management Officer raises no objection to the proposal.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

Not applicable to this application.

7.22 Other Issues

None

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the change of use of ten existing leisure moorings to residential moorings. The site comprises 157 moorings, of which 20 are existing residential moorings. The proposal would result in a total of 30 residential moorings which would be spread out across the marina.

The proposal is acceptable in principle and would not result in an increase in the total number of moorings within the marina. There would be no change to the existing parking, refuse and toilet/shower facilities on the site. The proposed scheme would not impact on the Green Belt.

The proposal complies with Policies BE33 and OL1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). It is therefore considered that planning permission is granted.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

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