

Draft Planning Brief

Heston & Isleworth Older Peoples'
Welfare Centre

741 London Road Hounslow

March 2005

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**HESTON & ISLEWORTH OLDER PEOPLES' WELFARE CENTRE
741 LONDON ROAD, HOUNSLOW**

DRAFT PLANNING BRIEF MARCH 2005

OWNERSHIP: The premises of 741 London Road was conveyed to Trustees of the Heston & Isleworth's Older Peoples' Welfare Committee by Middlesex County Council on the 7th October 1959 with a covenant restricting the use to that of an older persons' centre or for purposes ancillary thereto, and a right to re-acquire the land at a similarly reduced price should the use change. The Council became one of the 4 Trustees of the Heston and Isleworth Older Peoples' Welfare Committee in 1977. The London Borough of Hounslow has since inherited the benefit of the covenant and the right of pre-emption from Middlesex County Council.

SITE AREA: 0.14ha (0.35 acres)

HISTORIC USE: The use of 741 London Road as an older peoples' centre was established in 1962 and remains the current use of the site to this date.

FORMAL DESIGNATIONS: None

- 1.0 GENERAL BACKGROUND TO THE OLD PEOPLE'S WELFARE CENTRE AND ADJOINING LAND**
- 1.1 The site of 741 London Road contains Heston and Isleworth Older Peoples' Welfare Centre. This facility was established over 40 years ago and comprises a single-storey prefabricated building, which is now in a state of disrepair. The centre is run by Heston & Isleworth Older Peoples' Welfare Committee (H.I.O.P.W.C) who are a registered charity that receive funding from London Borough of Hounslow's Social Services department in recognition of the hot meals they supply to older people. The building also contains office space for Age Concern.
- 1.2 The subject site 741 London Road and the adjoining land to the south and west (753 to 767 London Road and the Franklin site to the rear) have been subject to a number of recent applications that have been refused planning permission. The *detailed* applications have related solely to the corner site 741 London Road, which forms the subject of this planning brief. The *outline* applications have included the corner site within a larger scheme incorporating 753 to 767 London Road and the Franklin site to the rear.
- 1.3 The previously refused planning applications proposed high-density housing, including a proportion of key worker affordable units, and incorporated a replacement senior citizens club, caretakers flat, and parking and landscaping, with access from Alderwick Drive. The applications were refused on grounds of overdevelopment, largely due to the excessive height and bulk of the proposed buildings and by reason of excessive residential density, loss of community floorspace, loss of residential amenity to the adjoining and future occupiers, loss of trees and on grounds of traffic and highway safety.

1.4 This planning brief relates only to the corner site 741 London Road and does not relate to the adjoining land 753 to 767 London Road or the Franklin site to the rear.

2.0 **SITE DESCRIPTION AND CONTEXT (See map 1)**

2.1 The site is a small plot of land of 0.14 hectares in size, located on the corner of London Road and Alderwick Drive, Hounslow. The site lies east of Hounslow Town Centre, on the southern side of London Road, just outside the town centre boundary as defined in the Unitary Development Plan (December 2003) proposals map.

2.2 The London Road forms a busy approach to the town centre and the site benefits from high public transport accessibility levels due to the numerous buses which serve this route, and due to its proximity to Hounslow Bus Garage and Hounslow East Underground Station. The area to the north of London Road is within a Controlled Parking Zone (CPZ). There are waiting restrictions on London Road, and a pedestrian crossing nearby. The narrow cul-de-sac of Alderwick Drive is heavily parked and does not fall within the CPZ.

2.3 741 London Road currently comprises a single-storey prefabricated building which houses Heston and Isleworth Older Peoples' Welfare Centre and offices for Age Concern. This facility was established over 40 years ago and the building is now run down in appearance. Parking is to the rear of the building with access of Alderwick Drive. There are a number of mature trees within the site towards the Alderwick Drive frontage and next to 753 London Road.

2.4 Two-storey residential development forms the predominant character of development to the south of this part of London Road and within Alderwick Drive to the south (or rear of the site). The site is bound on the western side by a terrace of two-storey properties numbers 753 to 761 London Road, and to the east, on the other side of the junction with Alderwick Drive, by two-storey semi-detached dwellings. Opposite the site on the north side of London Road, is a two-storey public house and shops, and further along to the northwest is a bingo club with a height equivalent to three storeys.

3.0 **RELEVANT PLANNING POLICIES**

National and Strategic Planning Policies

3.1 The relevant Planning Policy Guidance (PPG) is as follows:

PPS1 Delivering Sustainable Development
PPG3 Housing
PPG13 Transport

3.2 The Key policies of the London Plan: Spatial Development Strategy for Greater London (Mayor of London February 2004) are listed below:

- 3A.15 Protection and Enhancement of Social Infrastructure and Community Facilities
- 3A.14 Addressing the Needs of London's Diverse Population
- 3A.4 Housing Choice

Unitary Development Plan (UDP)

- 3.3 This brief should be read at all times in conjunction with the provisions of the Council's Unitary Development Plan (Adopted December 2003). The site is not identified within the UDP proposals schedule. There should be particular regard to the following policies:

Implementation Policies

- IMP.1.2 The reuse and recycling of urban land and buildings
- IMP.5.1 High quality building and urban design
- IMP.6.1 Planning Obligations

Built and Natural Environment

- ENV-B.1.1 New Development
- ENV-B.1.8 Access and facilities for people with disabilities
- ENV-B.1.9 Safety and security
- ENV-N.2.7 Trees and Community Woodlands
- ENV-P.1.1 Environmental Sustainability: Environmental Impact Statements and Sustainability Checklist
- ENV-P.1.8 Development proposals on or near contaminated land

Community

- C.1.3 Existing social and community facilities
- C.1.4 New social and community facilities
- C.4.3 Physical access to social and community facilities

Housing

- H.1.1 The location of new housing development
- H.2.1 Affordable Housing
- H.4.1 Housing standards and guidelines
- H.4.2 Residential density
- H.4.3 Residential mix
- H.5.1 Housing for people with disabilities
- H.7.1 Supported housing

Transport

- T.1.2 The movement implications of development
- T.1.4 Car and cycle parking and servicing facilities for developments
- T.2.2 Pedestrian safety and security
- T.4.3 Traffic implications of new development
- T.4.4 Road safety

Supplementary Planning Guidance

The relevant Supplementary Planning Guidance (SPG) includes:

Think Access- Design for accessibility (London Borough Hounslow April 2000)

4.0 **EXISTING FACTORS AFFECTING DEVELOPMENT/SITE CONSTRAINTS**

4.1 Any redevelopment of the site would be affected by the following existing factors:

- **Existing Community Use**

741 London Road provides a long established community use in the form of the Heston & Isleworth Older Peoples' Welfare Centre, an invaluable community resource comprising of a luncheon club and a meeting place for elderly people. This community facility has been established for over 40 years, however, the existing prefabricated building is in a state of disrepair. UDP policy C.1.3 states that the loss of existing social and community facilities will be resisted. In the case of established facilities which serve as a meeting place or focal point for the local community, it will need to be demonstrated that the potential for alternative community use has been fully explored before alternative community use is considered. This will be subject to there being no adverse effects on the local environment or the amenity of local residents.

- **Residential Amenities of Adjoining Occupiers**

This is a small site located within a predominantly residential area, where the neighbouring and adjoining built development is largely two-storey in scale. Therefore, any new development or activity on or associated with the site, should not result in a loss of amenity to the surrounding residents, with regard to outlook, daylight/sunlight, privacy, overlooking, and noise and disturbance, in accordance with UDP policy ENV-B.1.1.

- **Existing Trees**

There are a number of mature trees within the site located towards the Alderwick Drive frontage and adjacent to 753 London Road. When considering development proposals, the Local Planning Authority will normally require all existing trees of amenity and landscape value be retained and will seek the planting of replacement trees where appropriate, in accordance with UDP policy ENV-N.2.7.

- **Landfill**

The site lies within 250m of a former landfill site and the site should be developed and occupied with adequate regard for environmental and public safety. Therefore the LPA would seek to ensure by an appropriate planning condition that the site is investigated for landfill gas, and details of the test, results and measures required to render the development safe, shall be submitted to the LPA before any such development is commenced, in accordance with UDP policies ENV-P.1.8 and ENV-P.1.9.

Criteria

4.2 Therefore any future development should meet the following criteria having regard to the policies referred to in section 3 of this brief.

- Retain and improve upon the existing use of the site as an accessible community facility
- Safeguard and where possible improve the residential amenities and outlook of neighbouring occupiers.
- Provide compatible land uses which maximise the site's locational advantage in an area highly accessible by buses and other potential sustainable modes of transport
- Ensure that any new development makes provisions for the needs of people with disabilities for all proposed land uses within the site, including car-parking and pedestrian access, and that new buildings and facilities are fully accessible and built to mobility standards.
- Ensure that any new development is compatible with, and seeks to enhance the character of the area in terms of height, scale, materials and design. Any development must aim to protect the visual amenities of the locality and the street scene, both in terms of built development and hard and soft landscaping.
- Ensure that vehicular access to the site takes into account the need for safe and efficient movement along the adjoining highways, including the safety and security of pedestrians
- Retain existing trees and where appropriate provide suitable replacements
- Ensure that any new development takes account of sustainable objectives

5.0 PROPOSED LAND USES

- 5.1 The central factors in determining the appropriate uses for the site are the existing use as a community facility, the nature of the surrounding land uses, the accessibility of the site by modes of travel other than the car, and relevant planning policy. The site is not allocated within the UDP proposals schedule, however the following land uses would be considered most compatible in this predominantly residential area, subject to the relevant UDP policy considerations. Any proposed use would be expected to meet the criteria set out in paragraph 4.2.

Community Facilities

- 5.2 The LPA would seek to retain some form of compatible community use within the site in accordance with UDP policy C.1.3 and the provisions of London Plan policies 3A.14 and 3A.15. The site has proved particularly successful as a resource for older people who may be reliant on public transport, due to the number of bus routes that serve this section of the London Road and the proximity of the site to Hounslow Bus Garage. Opportunities could also be explored for the provision of other compatible community facilities within the site, for example flexible space for local community groups, adult education or day care.

Residential

- 5.3 An element of residential development would be considered on the site. PPG3 and UDP policy H.1.1 seek to promote sustainable patterns of development and encourage residential development within existing residential areas and on suitable brownfield sites, which are or capable of being served by a choice of means of travel and community services, subject to relevant UDP policies. UDP policies H.4.3, H.5.1, H.7.1 and London Plan policy 3A.4 encourage a mix of housing types within

residential schemes to meet the needs of a diverse work force and create genuine mixed communities. New housing should normally be built to include housing for people with disabilities and the Council will where appropriate seek to facilitate and increase the provision of a variety of supported accommodation for people with special needs. The latter use may be particularly compatible within this site due to the potential to locate supported housing near to an appropriate supporting service (community facility) and close to good public transport in accordance with UDP policy H.7.1.

- 5.4 UDP policy H.2.1 states that all housing developments in the Borough capable of providing 20 or more dwellings, and/or residential sites of 0.75 hectare or more (irrespective of the number of dwellings) should make provision for on site affordable housing. The Council's current target 300 affordable dwellings a year represents approximately 50% of the current net completion rate.
- 5.5 The London Borough of Hounslow's density range is set between 150 habitable rooms per hectare (HRHA) and 250 HRHA. However, the density of any residential development should take into account the accessibility of the site, the existing built form and the character of the surrounding townscape, in accordance with UDP policy H.4.2. Any new development must also accord with the Council's Residential Standards and Controls for room sizes, layout, private amenity space and parking, in accordance with UDP policy H.4.1 and SPG February 1997.

6.0 **PLANNING GUIDANCE**

Movement (pedestrian vehicular and cycle) and Parking

- 6.1 Given the small size of the site and limited opportunity for off-street parking, the high public transport accessibility levels, and the location of the site on the corner of the narrow residential cul-de-sac Alderwick Drive, the use of the site must not rely on the car. Therefore any new development should be readily accessible and should promote all sustainable modes of transport, such as access by walking, cycling and public transport in accordance with the Council's UDP policy T.1.1.
- 6.2 London Road forms a busy approach into the town centre from the east. This main road has waiting restrictions, is heavily trafficked, and forms a major bus route into the town centre and nearby bus garage. The narrow cul-de-sac of Alderwick Drive is heavily parked and does not fall within a Controlled Parking Zone (CPZ). The area to the north of London Road is within a CPZ, and there is a pedestrian crossing nearby. Therefore, a new vehicular access off London Road would not be acceptable, as it would be likely to give rise to conditions prejudicial to the free flow of traffic on the public highway and an unacceptable decline in highway and pedestrian safety, contrary to UDP policies T.1.4, T.2.2, T.4.3 and T.4.4. Therefore any development should retain and improve the existing vehicular access off Alderwick Drive.
- 6.3 Any new development must provide parking and servicing facilities in accordance with the Council's UDP standards, including provision for people with disabilities and operational parking. Particular attention must be given to the safety and security of pedestrians and the needs of people with impaired mobility, in accordance with the Council's UDP policies T.1.4, T.2.2, T.4.4 and ENV-B.1.8.

Built Form, Design and Layout

- 6.4 UDP policy IMP.5.1 seeks to encourage high quality building, urban and landscape design to create a sense of place and identity throughout the Borough. UDP policy ENV.1.1 seeks to ensure that new development makes a positive contribution to overall environmental quality. Therefore, new development should relate well to its site, and the scale, nature, height, massing, character and use of the adjacent townscape, and should minimise any detrimental impact on the adjoining properties.
- 6.5 This small site is located within a predominantly residential area, where the neighbouring and adjoining built development is largely two-storey in scale. The site should therefore offer its primary frontage to London Road with vehicular access off Alderwick Drive, and any new development must be designed to safeguard the residential amenities of the adjoining occupiers with regard to outlook, daylight and sunlight, privacy, overlooking, noise and disturbance in accordance with the Council's Residential Standards and Controls (SPG February 1997). Development fronting London Road should be no greater than four storeys in height, reducing to two storeys on Alderwick Drive and adjacent to 753 London Road.

7.0 COMMUNITY BENEFITS/ PLANNING OBLIGATIONS

- 7.1 The Council will seek to ensure by planning agreement as necessary appropriate benefits in connection with the development of the site. These may include:
- A replacement older peoples' luncheon club/ or similar day-care facility on or off-site
 - Financial contribution towards improvements to the pedestrian environment and pedestrian safety, to include street-lighting improvements and infrastructure improvements to encourage public transport use

8.0 SUPPLEMENTARY INFORMATION

- 8.1 Any planning applications must be accompanied by the following information:

- (i) Tree Survey
- (ii) Sustainability Checklist
- (iii) Urban Design Statement
- (iv) Transport Impact Assessment
- (v) Contaminated land statement including an assessment of the level and nature of contamination, if any, and proposals for remediation
- (vi) Archaeological assessment of the site

9.0 CONTACTS

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