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SUSTAINABLE DEVELOPMENT COMMITTEE

A meeting of the Sustainable Development Committee will be held in the Civic Centre, Lampton Road, Hounslow on Tuesday, 21 March 2006 at 7:30 pm

MEMBERSHIP

Councillor Gill, M - Chair

Councillors Barwood, Bath, Chatt, Chopra, Cooper, Dhillon, A, Dhillon, G, Fincher, Hibbs, Hughes, D, O'Reilly, Reid, Smart, Thompson and Whatley.

AGENDA

1. Apologies for absence
2. Declarations of interest under the Town Planning Code of Practice or any other communications from Members
3. Minutes of the meeting held on 23 February 2006 **(Pages 1 - 3)**

Protocol for Speakers

- i) Members of the public or applicants must contact the Committee Administrator, Mike Smith on 020 8583 2069 with details of the proposed submission no later than 5pm, on 14 March 2006. Notification will be given of the Chair's decision with regard to the request to speak.
- ii) For planning applications, the applicants will only be allowed to speak if there is an objector who wishes to address the Committee. In exceptional circumstances the Chair may agree that an applicant who would significantly add to the information already available will be allowed to speak at the Committee in the absence of an objector.
- iii) Where both parties address the Committee, the order of speaking will be the applicant followed by the objector.
- iv) Each party will be given no more than 5 minutes to speak.

Planning Applications for Decision

4. Addendum Report **(Pages 4 - 7)**
An Addendum report will be published shortly before the meeting with any additional information relating to agenda items not available at the time of publication of the main agenda.
5. Tesco Store, Osterley Park, Syon Lane, Brentford **(Pages 8 - 20)**
6. Isleworth Crown Court, 36 Ridgeway Road, Isleworth **(Pages 21 - 31)**
7. 20-28 Staines Road, Hounslow **(Pages 32 - 39)**

8. St Vincent's House, Faggs Road, Feltham **(Pages 40 - 49)**
9. 62 Inwood Avenue, Hounslow **(Pages 50 - 64)**

Other Planning Matters

10. Conservation Area Character Appraisal Statements **(Pages 65 - 83)**
11. Results of Planning Appeals **(Pages 84 - 85)**
12. Any other items which the Chair accepts for consideration on the grounds of urgency

DECLARING INTERESTS

Committee members are reminded that if they have a personal interest in any matter being discussed at the meeting they must declare the interest and if the interest is also a prejudicial interest then they may not take part in any discussion or vote on the matter.

T.WELSH, Director of Legal Services
London Borough of Hounslow, Civic Centre, Lampton Road, Hounslow TW3 4DN

21 March 2006

At a meeting of the Sustainable Development Committee held on Thursday, 23 February 2006 at 7:30 pm at the Civic Centre, Lampton Road, Hounslow.

Present:

Councillor Gill, M (Chair)

Councillors Chatt, Chopra, Dhillon, A, Dhillon, G, Fincher, Hibbs, O'Reilly, Reid, Smart and Whatley

Apologies for Absence

Councillors Barwood, Bath, Cooper, Hughes, D and Thompson.

66. Declarations of interest under the Town Planning Code of Practice or any other communications from Members

All Members had received correspondence in connection with the following items:

5. Greenham Park House, Chertsey Road
6. 62 Inward Avenue, Hounslow (Councillors Chatt, Smart and Whatley had also received telephone calls from local residents)

67. Minutes of the meeting held on 18 January 2006

The minutes of the meeting held on 18 January 2006 were confirmed.

68. Addendum Report

An addendum report was circulated before the meeting with additional information concerning items:

5. Greenham Park House
Amended drawings, further letters of objection, comments of the West Area Committee and revised section 106 agreement.
6. 62 Inwood Avenue
Additional drawings, further letters of objection and comments of the Hounslow Central Area Committee.

69. Greenham Park House, Chertsey Road, Feltham

See Report of the Director of Planning (agenda item 5) and addendum.

Cathy Gallagher, Head of Development Control, set out the main issues relating to the application. Councillor Reid questioned what the impact of the development would be on adjoining properties in Briarwood Close. Cathy Gallagher stated that the nearest properties were more than 21 metres from the new building and would not be subject to significant overshadowing. The buildings in the new development were 2/3 storeys high near the perimeter adjacent to residential properties and were four storeys high in the centre of the site. No Green Belt land was being used. She confirmed that it would be possible to add a standard condition regarding the level of noise insulation between flats in the development.

Councillor Chopra was concerned that four storeys was too high in relation to the neighbouring residential properties. Cathy Gallagher stated that the four storey blocks were sited away from the neighbouring residential areas.

Resolved -

- (a) That officers be authorised to negotiate an agreement under section 106 of the Town and Country Planning Act 1990, or other appropriate legislation, to secure the following:
 - (I) the provision of 27 affordable housing units to be managed by a registered social landlord (21 subsidised rent and 6 shared ownership).
 - (II) a public transport pack to be provided for all the new residents.
 - (III) a financial contribution of £25,000 for local environmental improvements (this will include improvements to bus services and/or infrastructure and/or information and/or improvements to Comprehensive Project Area 1)
- (b) That, subject to the satisfactory completion of the above legal agreement, The Director of Planning be authorised to issue planning permission for application number 00242/C/P80 to erect two blocks of flats together comprising 45 two bedroom flats with 63 parking spaces and associated amenity areas subject to the conditions in the report and the additional condition to provide sound insulation against internally generated noise.

70. 62 Inwood Avenue, Hounslow

See report of the Director of Planning (agenda item 6) and Addendum.

Cathy Gallagher, Head of Development Control, set out the main issues relating to this application.

Councillor Whatley questioned whether a five-storey building could be regarded as appropriate in the context of a residential street. Cathy Gallagher stated that the development faced Inwood Park and was adjacent to a warehouse. It was at the end of a residential street but was set back from the street and in these terms did not unduly impact upon the character of the rest of the street.

A number of members including Councillors Hibbs, Reid, Smart and Chatt all raised concerns regarding pedestrian access from the site to public transport. The distance by road would appear to be much longer than that quoted in the report. It was unclear whether there was a more direct pedestrian route to bus services on the High Street and the bus station. In particular, they wished to establish whether there was direct access from the site to James Street or whether the applicant could secure such access. Mike Jordan, Borough Planning Officer, suggested that it was probably not possible for the applicant to guarantee such access. Nick Woods, Head of Traffic and Parking, stated that it was his understanding that there was no link to James Street. The PTAL rating was based upon a pedestrian route using Inwood Avenue.

Councillor Reid also had concerns about the high density of the development, its height, which she felt, was inappropriate for the area, and poor design. She moved refusal of the application on these grounds and also the lack of parking provision in relation to the concerns regarding public transport access. She accepted however the suggestion to defer the application in order to clarify the public transport access issue.

Resolved -

That the Director of Planning be authorised to refuse the application if he is not satisfied that adequate pedestrian access can be provided to the site directly to James Street. The reason for the committee's wish to refuse the application would be on the grounds that the level of public transport accessibility in terms of pedestrian access to local bus and tube services is insufficient to sustain a high density development in this location with the level of parking provision proposed.

71. S106 Monitoring Update

See report of the Director of Planning (agenda item 7).

Resolved -

- (a) that the section 106 contributions referred to at sections 2.2 to 2.13 of the report be allocated in accordance with the terms of the legal agreements associated with each development as recommended.
- (b) that the agreed terms of the section 106 agreements for the sites indicated in sections 3.2 to 3.10 of the report be noted.

72. Results of Planning Appeals

See report of the Director of Legal Services (agenda item 8).

The report was noted subject to the amendment that the appeal for 22 Hearne Road was dismissed.

73. Wallis House - Verbal Update

Mike Jordan, Director of Planning, stated that officers were still in negotiation with the applicants regarding the section 106 agreement. A financial contribution was now being sought towards services for adults with learning difficulties rather than provision of physical premises. The Council had not yet been notified by the Government Office for London as to whether they intended to call in the application.

The meeting finished at 8:00 pm.

SUSTAINABLE DEVELOPMENT COMMITTEE

21st March 2006

ADDENDUM REPORT OF THE BOROUGH PLANNING OFFICER

This report contains additional information relating to agenda items not available at the time of publication of the main agenda.

Item 7. Pages 28-34.

**P/2006/0197 01054/20-28/P23
20-28 Staines Road, Hounslow**

Drawing Numbers p28:

1816/000,003-007, received 19th January 2006 and Amended Plans, 1816/001A, 002A,010 B, 011 B, 112A and 113A, received 13th March 2006

Additional Condition p34

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

(Reason. The area is the site of archaeological interest and the Local Planning Authority would wish to protect the site from any damage which might occur whilst carrying out the development hereby permitted)

Item 9. Pages 48 – 54.

**P/2005/3507 00638/62/P10
62 Inwood Avenue, Hounslow**

(THIS ADDENDUM ITEM WAS INCLUDED WITH THE PREVIOUS REPORT TO COMMITTEE ON THE 23RD FEBRUARY 2006)

Drawing Numbers p46:

Existing drawings 395/P01,P02 and P03A, received 2nd December 2005 should be included with the amended plans listed in the report.

Consultations p47

Following the receipt of amended plans the following additional objections have been received.

- Seven additional letters of objection were received from residents of James Street relating to loss of light and privacy and the impact on the character of the area. Specific objection is raised to loss of light on summer evenings. They request that the blocks be limited to 3 storeys.

Comment: James Street is located to the east of the site. The proposed part four/part five-storey block is closest to the residential properties along this

street. However, this block would be 40m from the rear boundary of these properties and at least 55m from the rear windows of any houses. As such there would be no significant loss of daylight or sunlight and no significant impact on views from this property. Plans attached with the application, show that at 6.00 pm on the 21st June shadows from the proposed development would not reach as far as the gardens along James Street James. The 8.00 pm shadow on the 21st June, illustrated below, would also avoid the majority of gardens along James Street and would not result in any significant overshadowing of properties.



- An additional letter of objection has also been received from the Hounslow Pentecostal Church relating to overlooking and traffic issues.

Comment: The Church is located to the north west of the site, with block A the closest proposed building. This building has no windows in the northern elevation and no significant windows in the eastern elevation. There is one balcony in the eastern elevation and this is accessed via a set of double doors from a bedroom. This balcony is contained within the bulk of the building and given the orientation of the building to the church does not directly face another habitable room. It would be difficult for any person on this balcony to see into the rear windows of this church building, which are also obscured by a portable building and trees. As such there is no loss of privacy to this adjoining building.

Concern has also been raised that it has not been demonstrated that vehicles, including fire trucks, can move safely into and out of the site. Plans submitted show that residential vehicles can access and turn on site. In relation to fire trucks, the current situation will not be altered and specifics will be dealt with at the Building Control stage.

Hounslow Central Area Committee 16th February 2006.

Comments received from this area committee include:

Members did not feel that the 5-storey height of the proposal was in keeping with the street scene, particularly as the site was in a residential street.

Comment: Substantial setbacks have been created in the second block, by removing two flats from the top floor. This rear building would be constructed in masonry. At the highest point this block would be 15m, reducing to 12m where the setbacks have been created. To the north the stairwell element of Hyde House that is closest to the proposed development is 11m reducing to 9m for the bulk of the building.

Given the orientation of the site, this larger block would not form a significant part of the Inwood Avenue or James Street street scene and has been positioned to reflect the built form of Hyde house, ensuring the outlook from this site is maintained.

SUSTAINABLE DEVELOPMENT COMMITTEE
21ST MARCH 2006

ADDENDUM REPORT OF THE BOROUGH PLANNING OFFICER

AGENDA ITEM 5 Pages: 7-18

Tesco Store, Syon Lane, Brentford.
01106/B/P112
P/2006/0043

Further details regarding the issue of planning obligations for the development have been received. The following two paragraphs should now read as follows:

Paragraph 7.15

In this case the extensions to the store are in out of town centre locations, which is incompatible with the strict sequential test of PPS6. The Transport Assessment predicts an increase in customer traffic of 6% for the store as a result of the extensions. For a store of this size with the amount of trips it already generates, this is a significant increase in trips by car. Therefore, it is considered appropriate (as was the case for P111), in this case to request a financial contribution of £50,000 towards the improvement of the H28 bus service, which operates between the Tesco at Bulls Bridge and this store. The contribution would be for works to the route to install fixed bus stops. This is considered to go some way to mitigating for the increase in traffic and encouraging means of transport other than the private car.

Paragraph 7.16

The previous approved application (P111) was subject to a £50,000 planning contribution for the above purposes. This sum has been received by the Council and the P111 permission has been commenced. As the Council is entitled to retain any of the contribution used for the above purposes within 5 years of the date of payment (which is considered sufficient time for expenditure by officers) a new Section 106 planning obligation agreement is not required to secure the retention of this benefit for the application that is the subject of this report.

Sunil.J.Desai: Tel 020 8583 4897

e-mail: Sunny.desai@hounslow.gov.uk

Sustainable Development Committee (Planning) 21 March 2006

References: P/2006/0043 01106/B/P112

Address: **Tesco Store, Osterley Park, Syon Lane, Brentford.**

Ward: Osterley and Spring Grove

Proposal: Erection of front and side extensions incorporating alterations to car park.

Drawing numbers: 378600/04, 3371/ARCH/100B, 3371/ARCH/101, 3371/ARCH/102E, 3371/ARCH/301, 3371/ARCH/203, 3371/ARCH/202
*Retail and Planning Assessment 378600/R0008SA + Transport Assessment.
Received 3/1/06*

Application received: 3/1/06

1.0 SUMMARY

- 1.1 The principle of a front and side extension to the Tesco store, Syon Lane has been previously agreed as part of a previous application (P111).
- 1.2 This proposal extends upon this previously approved application and seeks to add a further 429m² bulk store space at mezzanine level (internal) and a new toilet block extension 64m² (external) to the front elevation of the store. The toilet block extension would also result in 64m² additional retail space within the existing store.
- 1.3 The application will also see alterations to the car park layout of the site, to create wider spaces. A condition of approval would be further details regarding the landscaping of the site to be submitted to the Local Authority prior to any development. This would allow improvements to the appearance of the site, specifically enhancing the visual amenity of the parking bays positioned along the western and southern boundaries of the site.
- 1.4 It is considered that the proposal would comply with the relevant Council and National policies and would not have a harmful impact either upon the viability of nearby town centers, the appearance of the site or upon the living conditions of neighbours, specifically around the parking bays that positioned along the northern and western boundaries of the site.
- 1.5 Approval is therefore recommended.

2.0 SITE DESCRIPTION

- 2.1 The application site is 4.018 hectares and located at the north of the borough, about one kilometre from the boundary with the London Borough of Ealing. To the north of the site is the Centaurs Business Centre, housing the Sky Studios and Harrods warehouse. The Gillette building is across Grant Way, to the west. The site is bounded on the south and south-west by Syon Lane and Macfarlane Lane, beyond which is low-density, predominantly semi-detached housing. The area beyond Macfarlane Lane, to the north-west of the site, is a rugby ground and Wyke Green Golf Course, which forms part of the Osterley Park Metropolitan Open Land.

- 2.2 The Tesco supermarket is within a building of 7,383 square metres and located at the north-eastern corner of the site. The supermarket is surrounded by a 614-bay carpark and service areas. The supermarket opened for trading in 1995 and has a net floor sales area of 4,764 square metres (including checkouts). Of this area, the applicant advises that 3,169 square metres are used for the display of convenience goods, and that the comparison goods display area comprises 610 square metres.
- 2.3 There is one vehicular access to the site, which is via a roundabout in Syon Lane, midway between the intersections of Syon Lane and Grant Way and Macfarlane Lane. A dedicated road from this roundabout provides two-way access into the Tesco site. Entering the site, traffic passes a bus stop. A second roundabout acts as the main distributor to the parking area, petrol station and service area.
- 2.4 Pedestrian access to the site is available at three locations. From the main entrance roundabout (Syon Lane), the vehicle route is flanked on the northern side by a footpath that leads past the bus stop and service station, then via the car park to the main entrance. A second entrance from Grant Way, by the main internal roundabout, appeared at the time of the officer's site visit to be the well-used entrance, as this is also the entrance used by people approaching from the commercial estate and Great West Road. A third entrance leads also from Syon Lane, close to the intersection with Macfarlane Lane. The latter two entrances do not have dedicated routes to the store entrance, instead leading pedestrians across the car park.
- 2.5 The site is not within a conservation area or town centre.

3.0 PLANNING HISTORY

- 3.1 The site was previously the United Biscuits factory site. An application (ref 01106/B/P82) for demolition of existing offices and erection of 70,000 sq.ft superstore (Tesco), petrol station, access road, servicing and highway alteration and car park was approved in 1993.
- 3.2 An appeal against a subsequent application to extend the trading hours of the store was upheld in 1997 (P89). The store currently has permission to operate between the hours of 08.00 and 22.00 Monday to Saturday, and 10.00-17.00 on Sunday.
- 3.3 There have also been recent applications for store extensions:
- P100: Erection of a single storey side extension to increase storage area of existing supermarket - approved 2002. This has been implemented.
 - P101: Erection of a single storey extension to both sides of existing store - withdrawn 2003.
 - P111: Erection of front and side extensions incorporating alterations to car park. Approved 20/4/05 (after completing legal agreement). This is currently being implemented.

4.0 DETAILS

- 4.1 The main component of this application is a side and rear extension to the existing building, with a sales floor addition to the front elevation of the building.
- 4.2 There would be sales floor additions at the south-eastern corner and western sides of the supermarket, including a café in a new mezzanine level. The western extension would have a width 4.2m, taken from the existing flank of the building and would project to the rear of the building meeting the proposed bulk store.
- 4.3 There would be an extension to the bulk store area and staff facilities, at the north-western corner of the building, including a further mezzanine level within this bulk store (429m²). This bulk store would project a further 10.3m from the flank of the proposed side extension, creating a protruding two storey rear addition.
- 4.4 A front extension is also proposed. This would contain relocated toilet facilities and would be built under the existing front canopy in the center of the front elevation of the building. This extension would have an area of 64m².
- 4.5 Minor changes to car parking and internal access also form part of the proposal.
- 4.6 The proposal includes aspects of application P111, which was approved in 2005. This application would see a further increase of floor area of 429m² with an additional mezzanine space above the bulk store area as well as a front extension, comprising the relocated toilet facilities (64m²). The floor area that the existing toilet block previously occupied would now result in a small increase in retail floor space within the existing building.
- 4.7 Further minor changes would include new ATM machine within the front elevation of the store and a customer cycle rack with capacity for 14 bicycles.
- 4.8 The following table, provided in the applicant's retail analysis study, summarises the area of the proposed extension.

	Existing store m ²	Proposed extension	Total extended m ²
Convenience sales	3,169	139	3,308
Comparison sales	610	504	1,114
Net sales area	3,779	707	4,486
Checkouts	985	322	1,307
Total net area	4,764	965	5,793
Non-retail areas	2,619	812	3, 431
Gross area	7,383	1,777	9,224

- 4.9 The proposal represents an approximate 15% increase in sales floor area (increase of 64m² of sales area from previous application).

4.10 Changes to the car parking provision are expressed in the following table. The courtesy bays shown in the table are provided free for shopkeepers in Syon Lane, as part of the original planning permission (P82) for this supermarket.

	Existing	Proposed	Difference
Standard	544	528	-16
Disabled	30	30	0
Parent and child	24	26	+2
Courtesy bays	14	12	-2
Total	614	598	-16

4.11 The site layout plan shows minor alterations to the car park layout to take account of the areas subsumed by the store extension. The main change is that an additional pedestrian footway is shown linking through to Grant Way. Two new pedestrian crossings and a paved area through the existing landscaping to the bus stop, where it joins the main pedestrian route to the store, create the footpath. Further pedestrian crossings would also allow safer access from the store to parking areas within the northern area of the site.

4.12 Although the footprint area of the building would only increase by 64m² from the approved planning scheme, as a result of the proposed front toilet block extension, the current site plan shows a loss of a further 12 spaces compared to P111. The spaces lost allow the existing DOT-COM Yard (internet shopping) to remain in its current form and allows further landscaping space to be created around the bays positioned along the northern and western boundaries of the site.

5.0 CONSULTATIONS

5.1 The following properties were consulted by letter dated 11 January 2006.

Name/number	Street
1-53 (consec)	Oaklands Avenue
141-153 (odd), 36-146 (even)	Syon Lane
Athena Court	Grant Way
1-8 (consec)	Wyke Close
Gillette Building	
Osterley & Wyke Green Residents' Association	

5.2 Site notices were posted in two locations around the site on 11 January 2006, and a notice appeared in the local press on the 19th January 2006.

5.3 The following submissions raised the following points:

Comment	Response
Will the development result in the loss of 12 curtesy spaces reserved for the owners of shops within Syon Parade and was a condition of the original approval	These spaces remain unaffected by the proposal and are clearly identified on the proposed plans.
The loss of car parking spaces is a concern that could result in parking pressures within the locality.	See paragraph 7.17 –7.20.

5.4 Also consulted were the Metropolitan Police and London Borough of Ealing. No objections.

6.0 POLICY

6.1 National Planning Policy Guidance

Number	Description
PPS1	Delivering Sustainable Development
PPS6	Planning For Town Centres
PPG13	Transport
Circ/05/2005	Planning Obligations

6.2 Regional Planning Policy (The London Plan)

Number	Description
2A.1	Sustainability criteria
2A.5	Town centres
3A.14	Addressing the needs of London's diverse population
3C.1	Integrating transport and development
3C.22	Parking strategy
3C.20	Improving conditions for walking
3D.1	Supporting town centres
3D.3	Maintaining and improving retail facilities
4B.1	Design principles for a compact city
4B.6	Sustainable design and construction
4B.7	Respect local context and communities
4B.5	Creating an inclusive environment

6.3 Local Planning Policy (Unitary Development Plan 2003)

Number	Description
ENV-B.1.1	New development
ENV-B 1.8	Access and facilities for people with disabilities
S.3.1	New retail development
S.4.4	Access to shopping facilities
S.4.5	Servicing arrangements
S.4.6	Customer facilities
E.3.1	Disabled access
T.1.1	The location of development
T.1.2	The movement implications of development
T.1.3	Development affecting public transport services
T.1.4	Car and cycle parking and servicing facilities for developments
T.2.1	Pedestrian access
T.4.2	Oppose overall increases in highway capacity for private vehicles and seek reduction in traffic levels
IMP. 6.1	Planning Obligations

7.0 PLANNING ISSUES

7.1 It is considered that the key issues are:

- Principal of Development
- Any need for retail expansion in this location
- Impact on other local retail facilities
- Traffic Impacts
- Planning Obligations
- Parking standards
- Site layout and access
- Effects on residential amenity

Principal of Development

7.2 The existing store is sited in an out of town centre location and is not identified in the unitary development plan for shopping. The siting of the store is contrary to the guidance in the current PPS6 and that of Policy S.3.1 in the UDP. The store obviously has existing use rights on the site from its 1993 approval but despite this the extension still needs to be assessed in relation to PPS6 for site selection for the principal of development.

Any need for retail expansion in this location

- 7.3 PPS6 sets out strict guidelines for retail development, and specifies a sequential test, to be applied to large-scale retail development, to determine whether the chosen location is appropriate. Preference is given to development within town centres, although it is recognised that this is not always possible, especially in the case of larger stores. The test, as set out previously in PPG6, has also been incorporated into the adopted Unitary Development Plan.
- 7.4 PPS6 states that the tests apply to extensions as well as new development, and that applicants must:
- demonstrate that there is a need for the development;
 - having established that such a need exists, adopt a sequential approach to site selection;
 - assess the impact of development on existing centres; and
 - ensure that locations are accessible and well served by a choice of means of transport.
- 7.5 The applicant has submitted a detailed statement that attempts to address the needs of the tests. The findings are summarised below.

- **Need.** The proposal is not within a town centre or edge-of-centre location. Assessments based on sales of comparison and convenience goods, local population changes and qualitative and quantitative need have been submitted. The total available expenditure of the local population in 2006 is projected to be £301.16 and £617.64 per capita for the population living within 10 minutes' drive of the site, for convenience and comparison goods respectively.

It was also stated that because the present store is 'overtrading', the extension would reduce crowding within the store, and allow the branch to maintain the chain's current corporate objectives and format.

- **Site selection (sequential test).** The tests have been applied according to the methodology listed in PPG6 (previous to adoption of PPS6). The studies took account of the Brentford regeneration and Hounslow Key Site One redevelopment proposals. It was also identified that no suitable sites within town centres could be found, nor would be likely to come forward in the foreseeable future. A comparison of facilities within the Brentford Town Centre states that a delay in granting final approval for the redevelopment of Land South of the High Street, which includes a substantial retail component, has led to doubts regarding land assembly and accessibility to the development.
- **Impact on nearby centres.** A retail impact assessment has been undertaken, which indicated that there would be no detrimental impact on other retail facilities within the borough and beyond. The study incorporated Hounslow, Chiswick, Richmond, Twickenham, Hounslow West, Brentford or Ealing town centres. This is explored in more detail in the next section of this report.
- **Accessibility.** A detailed transport assessment has been submitted. This is explored in more detail later in this report.

7.6 Need

The report has been verified as being accurate with regard to demonstrating a need for the extension. The convenience floorspace residual capacity is only £4.19m, which as a percentage of total expenditure is only 1.76%. However, the applicant's retail impact assessment has indicated that the growth in the amount of spend available in the catchment for comparison goods is sufficient to sustain a level of floorspace significantly in excess of that proposed in the extension. In addition, the scale of facilities proposed ensures that comparison goods remain the ancillary use.

7.7 Site Selection

The applicant has demonstrated that there are no viable sites or buildings suitable for conversion available within town centres or edge-of-centre locations. In such circumstances Policy S.3.1 states that out-of-centre locations can be considered, but only where they are or can be made accessible by a choice of means for transport. In this respect, it may be appropriate to secure contributions towards transport improvements in accordance with Policy T.1.2 and IMP.6.1.

- 7.8 In addition, it is noted that PPS6 states that *'applications for the extension of existing development in edge-of-centre and out-of-centre locations may raise specific issues. The impact on existing town centres of the proposed extension should be given particular weight, especially if new and additional classes of goods or services for sale are proposed. In addition, where establishing need is concerned, local planning authorities should establish that the evidence presented on the need for further floorspace relates specifically to the class of goods proposed to be sold'*.

Impact on other local retail facilities

- 7.9 The applicant has assessed the future trading capacity of the store with the extension, and found that there will be minimal, if any, impact on other facilities, partially due to the available spare expenditure capacity. The information provided has addressed the previous concerns the Council had (during the assessment of P111) with regard to the fact that the original analysis excluded the Aldi on Hospital Road, to the west of Hounslow town centre, which is currently under construction. It was concluded that the extension would not affect the vitality and viability of any of the Borough's town centres.

Traffic impacts

- 7.10 A full traffic impact assessment has been submitted. The applicant asserts that the new floorspace will not attract a large number of additional customers to the site, but rather that the extension will serve to enlarge the store for a better shopping environment for existing customers.
- 7.11 The report suggested that as a result of the increase in sales floor area, there would be an increase in customer traffic of 6%. The main entrance and the roundabout at the intersection of Grant Way and Syon Lane would continue to operate within capacity. It is noted that the assessment has adopted a worst-case scenario, and that the access would be operating at close to capacity in the Friday afternoon peak period, but that the highway capacity would remain adequate. The report notes that Tesco surveys show that customers will alter their shopping times to avoid times of heavy traffic congestion. The accuracy of the figures has been confirmed by the Council's Head of Traffic and Parking.

- 7.12 The report adds that public transport, pedestrian and cycling facilities in the locality are considered to be adequate. Bus services include the H28 and H91, with an hourly daytime capacity of 465 passengers. The H28 terminates within the application site and is next to a trolley park and waiting shelter. The report estimates that Syon Lane Railway station is ten minutes' walk from the site. Undercover cycle parking is provided by the store entrance, and within the bulk store at the north west corner of the building. It is proposed that a public transport information point be set up within the store.

Planning Obligations

- 7.13 Circular 05/2005 considers whether what is requested is reasonable in scale and kind to what is being proposed. This depends on whether what is being required:
- 7.14 A) Is needed to enable the development go ahead; or
B) in the case of a financial payment, will the contribution meet the cost of providing the sought facility; or
C) is otherwise so directly related to the permitted Development it ought not to be permitted without it; or
D) is intended to offset the loss of or impact on any amenity resource present or on site prior to development.
- 7.15 In this case the extensions to the store are in out of town centre locations, which is incompatible with the strict sequential test of PPS6. The Transport Assessment predicts an increase in customer traffic of 6% for the store as a result of the extensions. For a store of this size with the amount of trips it already generates, this is a significant increase in trips by car. Therefore, it is considered appropriate (as was the case for P111) in this case to request financial contributions to the H28 bus service, which operates between the Tesco at Bulls Bridge and this store. These contributions would be for works to the route to install fixed bus stops. This is considered to go some way to mitigating for the increase in traffic and encouraging means of transport other than the private car.
- 7.16 The previous approved application (P111) was subject to a £50,000 planning contribution for the reasons mentioned above. This has been received by the Council and would be transferable to be the planning obligation for this application.

Parking standards

- 7.17 There are 614 spaces on site at present; a reduction of 16 spaces to 528 is proposed. Applying the UDP standard of 1 bay per 20 square metres of floorspace, the maximum parking requirement is 458 parking spaces. There will be an oversupply of 70 bays. The applicant states that there is currently 20% spare capacity in the car park on Saturdays, which is the peak shopping day.
- 7.18 The level of parking is significantly above the Council's standards. Policy T.1.4 states that if it is considered that this level of parking is justified, exceptional circumstances must be demonstrated.

- 7.19 Given that the spaces at the store already exist from the original planning permission and, it is considered difficult to insist on a reduction to the Council's UDP standards. Therefore, in light of this and the S.106 contribution to Route H28 (as a result of the previous approval) the level of car parking is considered to be satisfactory.
- 7.20 Notwithstanding the applicant's comments on public transport provision, trips generated by this proposal are mostly made by public car.

Site layout and access.

- 7.21 There will be no changes to vehicle entry points. Internally, the site will be reconfigured to move the parking spaces displaced by the extension.
- 7.22 Concerns were previously raised regarding conflict between vehicles using the internal roundabout, and pedestrians attempting to access the supermarket by crossing the car park from the Grant Way entrance, which is the best used of all of the pedestrian access points. The applicant has installed new pedestrian crossings on the site from the Grant Way entrance and a footpath to link to the store to address these concerns. The Council's Head of Traffic and Parking has yet to comment.

Effects on residential amenity

- 7.23 Areas of concern where such stores are in close proximity to residential property normally include such factors as parking overspill, encroachment on visual amenity and additional noise. The site does not directly abut any residential properties, and acts as a barrier between the residential properties to the south and west, and the more intensive, 24-hour employment uses to the north and east. Although the store has extended trading hours until 22.00, it is not considered there will be any detrimental impacts to surrounding residential occupiers. It is not proposed that there will be any changes in the existing opening hours, which are reinforced in a condition of earlier planning approval (P89). It is not considered that any of the other factors will affect residents in this case - there will be only be a minimal increase in the number of customers visiting the site, and more than enough parking capacity.
- 7.24 Hours of construction would be specified in a condition of any planning approval, so any local residents would not be subject to construction noise at unsociable hours.

Other matters

- 7.25 The extension of the store will provide additional and improved in-store customer facilities. The applicant has advised that the increased retail sales floorspace will not be used solely for the sale of goods, but for improvement of circulation areas and customer services. In this respect, the proposal complies with policy S.4.6 Customer facilities of the Unitary Development Plan.
- 7.26 The external design of the proposed extension would match the materials of the existing building. The integration of a mezzanine level within the bulk store would increase the height of the extension and result in a crown roof rather than the previously approved flat roof. It is considered that this type of roof design would relate well to the existing building and would be an aesthetic improvement compared with the flat roof design approved under P111,

7.27 PPS6 also provides guidance with regard the use of conditions to ensure that the character of a development cannot subsequently be changed to create a form of development that the local planning authority would originally have refused. When appropriate, conditions should be used to:

- prevent developments from being sub-divided into a large number of smaller shops or units;
- ensure that ancillary elements remain ancillary to the main development;
- limit any internal alterations to increase the amount of gross floorspace by specifying
- the maximum floorspace permitted (including for example through the addition of mezzanine floors); and
- limit the range of goods sold, and to control the mix of convenience and comparison goods.

7.28 Recent planning appeal cases have established a 'loophole' in current planning regulations (specifically PPG6), whereby stores could add mezzanine levels without requiring planning permission. The restriction by condition for any mezzanine floor addition, which part resulted in the need for this application, would still be appropriate and would restrict further additions of mezzanine floor space within the store, without the specific granting of planning permission. The exception would be the proposed café and bulk store at mezzanine floor levels, which are shown on the current plans and have been accounted for in the qualitative and quantitative need assessment calculations.

8.0 EQUAL OPPORTUNITIES IMPLICATIONS

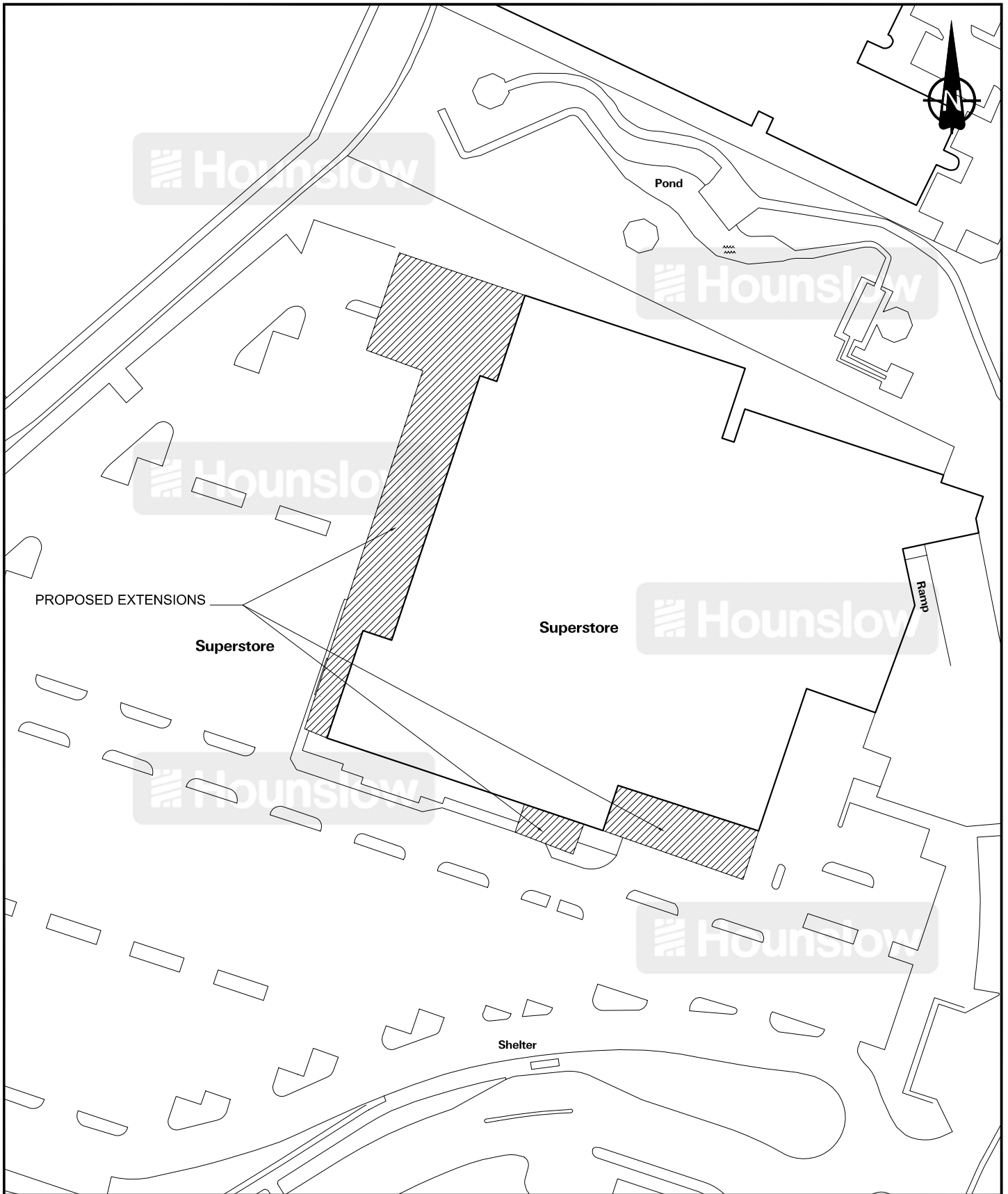
8.1 The application will enable improvements for disabled persons with regards internal circulation. The Access Officer has commented that the proposed new ATM machine within the front elevation should be accessible for people in wheelchairs.

9.0 RECOMMENDATION

9.1 With appropriate safeguarding conditions it is considered that the proposed side and rear extensions are acceptable and will not have an adverse affect upon the vitality and viability of the nearby towncentre and will not be harmful to the amenities of the area or surrounding environment. The development is in accordance with adopted Unitary Development Plan Policies ENV.B.1.1 (New Development), S.3.1 (New Retail Development) T.1.1 (The location of development) T.1.2 (The movement implications of development) T.1.3 (Development affecting public transport services) T.1.4 (Car and cycle parking and servicing facilities for developments) T.2.1 (Pedestrian access), London Plan Policies and National Planning Guidance.

Conditions

- 1 A1a Time Limit – full permission
- 2 B3 Matching Materials
- 3 B5 Detailed applications
- 4 D2 No additional flank windows
- 5 E1 Landscape Design Proposals
- 6 C29 Hours of construction
No demolition or construction work shall take place on the site except between the hours of 8:00am to 5:30pm on Mondays to Friday and 9:00am to 12:30pm on Saturdays and none shall take place on Sundays and public holidays without the prior agreement of the Local Planning Authority.
Reason: In order to safeguard the amenities of adjoining residential properties in accordance with policy; ENV.B. 1.1 (New development) and ENV.P. 1.5 (Noise pollution).
- 7 C16 Mezzanine Floor Space
No additional floorspace shall be formed within the extensions hereby permitted by means of internal horizontal division without prior written consent of the Local Planning Authority.
Reason: In order not to prejudice the Council's standards for provision of car parking spaces and service facilities in accordance with policies T.1.4. Car and Cycle parking and servicing facilities for developments of the Hounslow UDP.
- 8 Non standard The proposed new ATM would be accessible for a wheelchair user.
Reason: To provide satisfactory access for people with disabilities in accordance with policy ENV-B.1.1 New Development.



TESCO STORES, OSTERLEY PARK, SYON LANE, ISLEWORTH - PROPOSED EXTENSIONS

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London Borough of Hounslow

Mike Jordan
 Director of Planning
 The Civic Centre, Lampton Road, Hounslow, TW3 4DN

Drawn by: S.C.

Scale N.T.S

20 Date
 30/01/2006 12:15:21

O.S. Reference - TQ1577NE

References: P/2006/0325 00941/36/P2
P/2006/0326 00941/36/CA2

Address: **Isleworth Crown Court, 36, Ridgeway Road, Isleworth**

Ward: (Osterley and Spring Grove Ward)

Proposal: Erection of two-storey extension to form 6 new crown courtrooms and associated accommodation including conversion of one existing courtroom to ancillary and witness area, single storey extension to custody accommodation, general improvements to office and public entrance, demolition of existing single storey building used for secure parking, parking provision and landscaping (**Amended Application**)

Erection of two-storey extension to form 6 new crown courtrooms and associated accommodation including conversion of one existing courtroom to ancillary and witness area, single storey extension to custody accommodation, general improvements to office and public entrance, demolition of existing single storey building used for secure parking, parking provision and landscaping
(**Conservation Area Consent Application**)

Drawing numbers: L (00) 00B, L (00) 01, L (01) 01, L (01) 04B, L (01) 05B, L (02) 00K, L (02) 01J, L (02) 02H, L (02) 03D, L (02) 100B, L (03) 01B, L (03) 02B, L (03) 10, L (03) 11, L (03) 12, L (03) 13, L (03) 14, and L (03) 15, P (01) 02A, P (03) 01, P (03) 02, L (03) 03 Design and Conservation Area Statements, Transportation Statement and Landscape Maintenance Requirements, Conservation Area issues summary, Addendum to Design Statements and Review of Development Plan Policy (UDP), Addendum to Transportation Statement Received: 27/01/06

Date received: 27 January 2006

1.0 SUMMARY

1.1 These are amended planning and conservation area consent applications that propose the erection of two-storey extension to form 6 new crown courtrooms and associated accommodation including conversion of one existing courtroom to ancillary and witness area, single storey extension to custody accommodation, general improvements to office and public entrance, demolition of existing single storey building used for secure parking, parking provision and landscaping. The southern part of the extension has been designed to relate to the proportions of adjoining villas in the Conservation Area. The proposal would provide enhanced facilities at the site and would preserve and enhance the conservation area and is acceptable in traffic terms. Approval is recommended.

2.0 SITE DESCRIPTION

2.1 Isleworth Crown Court is located between Ridgeway Road and Osterley Road to the south of Isleworth and Syon School for Boys, within the Spring Grove Conservation Area. The southern boundary of the site abuts the rear gardens of properties in The Grove and Ravenswood Gardens. On the western side, the site abuts the rear boundary of a mid-Victorian Villa (No.1, Osterley Road) which is a considered to be a building of townscape character and is an example of the design of many of the Spring Grove properties. No.1A flanking the site to the south is a two storey detached house.

The houses to the south and immediately opposite in The Grove are two-storey semi detached and detached houses.

- 2.2 The existing building is predominantly single storey with two storey elements enclosing roof level walkways and raised roof elements over each courtroom. Wings of the building extending out towards Osterley Road and The Grove are single storey and used for secure parking. On the western side of the site with access from Osterley Road is a car park. There are dedicated public footpaths to the courts from Osterley Road and The Grove. There are a number of mature trees on the site.

3.0 HISTORY

- 3.1 **00523/B/M2** Use of premises (former hospital for spinal diseases) as military transit establishment
Circular 7/77 consultation
- 3.2 **00523/B/M3** Demolition of some garages, alterations and extensions to premises to provide crown court and ancillary accommodation, provision of additional parking facilities and footpath to main entrance from The Grove and erection of 2m high security fence
Circular 7/77 consultation 16/02/82
- 3.3 **00941/36/P1** Erection of two-storey extension to form 6 new crown courtrooms and associated accommodation including conversion of one existing courtroom to ancillary and witness area, single storey extension to custody accommodation, general improvements to office and public entrance, demolition of existing single storey building used for secure parking, parking provision and landscaping
Withdrawn

4.0 DETAILS

- 4.1 These are amended planning and conservation area consent applications for a two storey extension to provide 6 new courtrooms with associated facilities on the west side of the site fronting the southern end of Osterley Road and the junction with The Grove together with four small single storey extensions to the north and east of the existing building.
- 4.2 The proposed two-storey extension that replaces an existing single storey wing would be 57m long by 25m deep. The southernmost part of the extension would project forward a further 5m for a width of 19m. Three fully accessible criminal courts would be provided on each floor with associated jury retiring suites and judges retiring suite, consulting rooms, waiting areas, IT room and public toilets. Disabled lifts to the first floor would be provided.
- 4.3 The main change proposed to the two storey extension following withdrawal of the earlier application is that it has been reduced in footprint and the southern part of the extension has been reconfigured to refer to the vertical emphasis of adjoining villas in the Conservation Area. The visual mass has therefore been broken up particularly at the roof level. By additional modelling and use of materials, the 'corner building' now has a more vertical than horizontal proportion. The northern part of the extension has also been reduced in prominence and would be constructed in brick to reflect the simpler brick buildings of the existing court.

- 4.4 The proposed centre of the south façade of the extension would be set back 24m from The Grove and the centre of the west façade would be 32m from the Osterley Road frontage behind the existing car park. The belt of mature trees and shrubs along the boundary to the junction of Osterley Road and The Grove would not be altered. The mature cypress tree set back into the site would now be visible from the Osterley Road/The Grove junction.
- 4.5 Whilst the proposed extension would be two storeys in height and the courtrooms require ceiling heights in excess of those normally found in domestic properties it would be slightly lower than the eaves height of No.1, Osterley Road. The main elevations to the 'corner building' would be in buff terracotta panels with the remaining building constructed in light brickwork. The roof would be flat, although there would be high level glazing set back into the roof to provide light wells to custody circulation areas.
- 4.6 Two small extensions are also proposed on the northern side of the building, one 7m wide by 5m long to provide an officer's lounge and the other 7.6m long by 4.4m wide to provide male cells and male w.c. A further small extension in a light well behind the frontage of the building 16m long by 7m wide would provide an enlargement to the jury assembly suite and female jurors toilets. A front extension facing Ridgeway Road 25m deep by 19m wide would improve the general administrative office area and public entrance to the building. The extensions would match the existing building. One court within the existing building would be de-commissioned and the space used to provide consulting rooms.
- 4.7 To justify the proposed extensions, Her Majesty's Court Service has submitted the following statement:
- 4.8 "Her Majesty's Court Service (HMCS) London Region is divided into five crime areas and Isleworth Crown Court is in the South West crime area. As part of HMCS London Region's drive to ensure maximum efficiency in the administration of justice for the capital, there is a long term aim to group Crown Court and Magistrates Court cases within the same crime area. It is intended that the committals from the West London Magistrates Court which are currently referred to Blackfriars Crown Court will in future be committed to the Isleworth Crown Court.
- 4.9 In order to accommodate this work it would be necessary to build a new 6 courtroom extension while at the same time de-commissioning one of the existing courtrooms (that falls well short of current courtroom standards) to provide an overall increase of 5 courtrooms. The refurbishment of the existing building would incorporate better facilities for witnesses, jurors and staff. The installation of a prison video link system for the new courtroom would enable court sittings to deal with some hearings by direct link to prisons without the need to transport the defendant to court. The existing courts do not currently have this facility."
- 4.10 The court cases would generally continue to be of the same nature as those presently heard at Isleworth and there would be no changes to times or methods of operation.
- 4.11 The court currently employ 43 full time and part time members of staff and 19 new full time jobs would be provided for legal and administration staff and for ancillary services such as custody, catering and security. It is understood that on a normal day the numbers visiting the site (including staff) is likely to be 185 persons and on a maximum day this would increase to 192-195 persons.

- 4.12 The applicant's do not propose to change the existing access arrangements or the number of parking spaces on site. There are currently 107 parking spaces on the site, 82 for public use and 25 secure spaces for judiciary and senior staff. The Courts Service would undertake to provide all visitors to the site with information regarding public transport routes and timetables.
- 4.13 The site is located some 530metres from Isleworth Station to the south and 1200 metres from Osterley Underground Station. Bus stops are located on the Great West Road some 480 metres to the north and on London Road 510 metres to the south which are served by routes H91, 235 and 237. The cycle parking facilities will increase from 4 spaces to 14.
- 4.14 In relation to custody vehicles, the additional courts are not expected to generate an increase in vehicle journeys as the vehicles are multi cell and would bring defendants from the same locations as at present. If necessary, larger vehicles can be used, the largest vehicle available being able to transport 14 defendants at one time.

5.0 CONSULTATIONS

- 5.1 281 neighbouring residents were notified on 6 February 2006. Press and site notices were also posted. Three objections have been received to date.

Overshadowing and overlooking of adjoining gardens will result	See para. 7.10
The volume of traffic and parking will increase, particularly with other large developments in the area	See para. 7.12 – 7.20
The boundary hedge between The Grove and Osterley Road should be retained	The hedge would be retained
There are no traffic calming measures in Ridgeway Road and a comprehensive traffic management study should be carried out for this site and the Brunel site with measures implemented that account for all parking and safety needs	The Crown court are considering measures to prevent uncontrolled parking of vehicles visiting the site

- 5.2 **Isleworth and Brentford Area Committee-** comments will be reported verbally.

- 5.2 **Aplin Way Residents Association** – letter signed by 22 residents objecting on the following grounds:

- The two storey structure is a disproportionate over-development of the site;
- The second storey obliterates the skyline in what is a sensitive Conservation Area;
- The proposed building style is not sympathetic to the architecture of The Grove;
- The proposed western elevation dramatically alters visual amenity;
- It is proposed that many mature trees on site are destroyed;
- additional lighting will be a source of pollution in a sensitive area.

6.0 POLICY

6.1 Unitary Development Plan

IMP.1.1	Integrating Patterns of Land Use and the Provision of Transport
IMP.1.2	The Re-Use and Recycling of Urban Land and Buildings
IMP.6.1	Planning Obligations
ENV-B.1.1	All New Development.
ENV-B.1.8	Access and facilities for people with disabilities
ENV-B.2.2	Conservation Areas
E.2.1	Environmental Criteria
E.2.4	Improvement of Employment Premises sites
C 3.1	Statutory Undertakers and Public Authorities
T.1.2	The Movement Implications of Development
T.1.4	Car and Cycle Parking and Servicing for Development
T.2.2	Pedestrian Safety and Security

6.2 Supplementary Planning guidance

Think Access	Design for accessibility
Spring Grove Conservation Area Statement	The main purpose is to preserve the character and appearance of a “grand Victorian suburb”

6.3 London Plan

Policy 2.A.1	Sustainability Criteria
Policy 3.B.1	Developing London’s economy
Policy 4B.1	Design Principles for a Compact City
Policy 4B.3	Maximising the potential of sites
Policy 4B.4	Enhancing the quality of the public realm
Policy 4B.6	Sustainable design and construction
Policy 4B.7	Respect local context and communities
Policy 4.B.12	Historic conservation-led regeneration
Policy 3.C.1	Integrating transport and development
Policy 6A.4	Priorities in planning obligations

7.0 PLANNING ISSUES

7.1 The main planning issues to consider are:

- The principle of the application
- Whether the proposed revisions overcome the objections to the withdrawn scheme;
- Impact on the character and appearance of the conservation area
- Effect on neighbouring properties and the visual amenities of the area
- Traffic, access and parking

Principle of the development in land use terms and sustainability

- 7.2 Policy C.3.1 states that the Council will ensure that adequate facilities for public authorities are provided in the Borough commensurate with local needs. Provision of such services should be in line with relevant UDP policies and without adverse impact on the environment or local amenity in the neighbourhood. The extensions are proposed to a building in use as crown courts and would provide additional courts and facilities to improve the efficiency of the court operation, utilising an underused part of the site and introducing fully accessible facilities to improve safety and security. Additional employment opportunities would be provided. The principle of the development is therefore acceptable.

Objections to the withdrawn scheme

- 7.3 In considering the previous scheme at their meeting on 15th December 2005, Members of the Isleworth and Brentford Area Committee expressed overwhelming opposition to the scale, style and massing of the proposed extension. Whilst the scale of the proposals has not changed, the revised application proposes to break up the visual mass of the two-storey building by reconfiguring the southern part of the extension to replicate the proportions of adjoining villas in the Conservation Area. In addition, more variation at roof level has introduced a sense of hierarchy to the proposed extension giving more prominence to the southern part of the building.
- 7.4 Additional modelling and use of materials now results in a 'corner building' that has a more vertical than horizontal proportion and has an improved relationship with the site context.

Impact on Spring Grove Conservation Area

- 7.5 The application site falls within the Spring Grove Conservation Area and UDP Policy Env-B.2.2 requires any development to preserve and enhance the character and appearance of the conservation area and respect the character of the existing architecture in scale, design and materials. . The building stretches between two streets, but the major impact will be onto The Grove.
- 7.6 The Conservation Area Statement stresses the importance of preserving and enhancing the character of the grand Victorian suburb and states "of particular note is the junction of Osterley Road and The Grove, where despite the open streetscape and attractive green space, the design has not changed since its conception in the 1850's". The Grove was the first road planned and followed the boundary fence of Spring Grove House. The road was laid out to provide reasonably large plots for individual buildings, and the large houses on the outer curve of The Grove were part of the Davies development. These were designed as tall, Italianate villas with low pitched roofs. A feature often seen in an adjacent street is an asymmetrically placed tower. Their height and relatively small footprint provide them with a vertical emphasis. Elsewhere the conservation area has significantly larger and elaborate buildings, adapted (Spring Grove House and Champion House) or purpose-built (Lancaster House and Isleworth and Syon School for Boys) for educational / institutional buildings. The scale of the estate has absorbed these uses readily as part of its character.
- 7.7 Para 4.14 of PPG 15 states that special attention shall be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area. Para 4.17 states that what is important is not that new buildings should directly imitate earlier styles, but that they should be designed with respect for their context, as part of a larger whole which has a well established character and appearance of its own.

Tall detached buildings in spacious settings characterise this end of Osterley Road. The “Bathstone” colour of the existing villas makes them show up as buildings of some importance. The redesigned two-storey extension to the courts has been stepped on plan to create a ‘corner building’ to address the curve of the road and the original Davies plot, which was not in fact developed at that time. The materials and window proportions are designed to emphasise the resemblance, and importance of the corner building. The remainder of the building is reduced in height, stepped back, and has less detail to windows and elevations in order to be less obtrusive. This helps provide an apparently individual building onto the elevations on the corner of Osterley Road and The Grove, with a public face to both roads whilst improving the view of the prominent cedar tree within the site which was masked by the more shed-like shape of the earlier application. As such it will relate to the proportions of the adjoining villas and maintain the openness of this part of the site with retention of mature screening. The single storey extensions would not appear unduly prominent in the street scene and would not harm the character and appearance of the conservation area.

- 7.8 The buildings to be demolished are of no merit in themselves, and providing buildings to replace them of better design, and quality of materials and detail, should enhance the conservation area. There is a loss of open green space within the site, to ground level car parking, between the road and the new south elevation. However the existing trees are to be retained and enhanced, and the tree screen surrounding the site to be augmented.

Effect of the design on neighbouring properties and the visual amenities of the area

- 7.9 In assessing the impact of the development on the living conditions of the neighbouring properties the Council has regard to policies ENV-B.1.1 which states that new development should relate well to its site and that scale nature and height, massing, character and use of the adjacent townscape and ensure adequate daylight and sunlight reaches adjoining properties and minimise any detrimental impact.
- 7.10 The west side of the two-storey extension has been designed to contain circulation routes with windows at high level to avoid any overlooking of properties in Osterley Road. With regard to the adjoining houses at 1 and 1A Osterley Road, the visible sky area from 2m above ground level is maintained above an angle of 25 degrees from horizontal in accordance with the recommendations of the BRE report ‘Site layout planning for daylight and sunlight’. It is not therefore considered that any overshadowing would result. The single storey extensions would not be harmful to neighbour’s living conditions.
- 7.11 Although several small trees close to the proposed two-storey extension would be removed the majority of the mature perimeter trees would be retained. In particular, the redesigned two-storey extension ensures that views of the mature cedar that is highly visible for Osterley Road/The Grove are maintained. Additional tree planting would be carried out and a detailed landscaping scheme would be required as a condition of any planning consent.

Parking and Public Transport

- 7.12 A Transportation Statement has been submitted as part of the planning application and this has been assessed in relation to on and off street parking, the availability of public transport and local highway conditions.

- 7.13 107 car parking spaces are provided on the site comprising 82 public spaces and 25 secure spaces. The 25 spaces are for the judiciary and staff of the courts. H.M. Court Service advises that, currently on a normal day, around 40 public car parking spaces are in use whilst on a maximum day between 55 and 60 spaces would be in use. This usage pattern has been confirmed from site visits.
- 7.14 The current pattern of use, if reflected in the increase from 8 to 13 courts, would ensure that parking would be accommodated on site throughout the normal, daily operation of the courts. However there is the possibility that, on busier days, the level of parking provision would be insufficient to meet peak demand, leading to the potential for on-street parking space being used in the streets around the Court. The applicant has therefore been requested to provide funding (£65,000) for the implementation of a parking scheme in the surrounding roads should this be favoured by the local community. Additional cycle parking would be provided.
- 7.15 There is an existing problem in that the location of the car park access is in Osterley Road whilst the main pedestrian access to the Court is in Ridgeway Road. Consequently, some visitors to the Court park in Ridgeway Road and in Borough Road. To improve usage of the available car parking, the applicants will be providing improved information to attendees at the court about the availability and location of the car park and the pedestrian routes that link to the main Court entrance. There will also be improved signage for vehicles to the car park entrance.
- 7.16 In addition, incentives for the jurors who visit the site could be introduced that would only allow them to recover expenses for travelling to the court by car if they have parked in the court car park and obtained a ticket of proof. A condition would be imposed requiring a car park management plan to be submitted and approved prior to the commencement of the development.
- 7.17 The current parking around the junction of Ridgeway Road and Borough Road can cause problems both of obstruction to pedestrian movement across the junction and of restricted sightlines for drivers. The applicant has been requested to fund the provision of limited waiting restrictions in front of the Court and around the junction with Borough Road to improve safety for drivers and pedestrians (£5,000).
- 7.18 The site is some 530 metres from Isleworth railway station and there are local bus services along London Road to the south of the site (510metres) and along the A4 Great West Road to the north (480 metres). Taking these walk distances and the service frequencies into account, the Public Transport Accessibility Level for this site is poor.
- 7.19 H.M. Courts Services will be required to provide a Travel Plan which caters both for staff and for visitors to the Court buildings and this will need to include the provision of comprehensive public transport information to all visitors to the site in the form of leaflets for potential jurors and other visitors to the site and on the Court's website. In addition, a contribution to the H91 bus service (£25,000) would be required.
- 7.20 The impact of the increased flows of traffic that could be expected to the Court site has been assessed taking into account the proposed Brunel site development. The majority of any increased flows will be on the routes from the A4 Great West Road and from London Road to the car park access in Osterley Road. However, the volumes of additional traffic movements are very low and will not adversely affect the operation of the local highway network.

Section 106

- 7.21 A Section 106 Agreement will be required to secure the enhancement of pedestrian access; signage for the car park; information on local public transport facilities and contributions to the H91 bus route, a possible CPZ and waiting restrictions in Ridgeway Road.

Conclusion

- 7.22 The amended planning and conservation area consent applications would provide new crown courtrooms and associated accommodation to enhance facilities at the site. The southern part of the two-storey extension has been designed to respond to the historic plot shape and the proportions of adjoining villas and together with the single storey extensions would preserve and enhance the character of the conservation area. The proposal, subject to a Section 106 agreement and conditions, is acceptable in traffic terms. Approval is recommended.

8.0 EQUAL OPPORTUNITIES IMPLICATIONS

- 8.1 The proposed courts would be fully accessible for people with disabilities

9.0 RECOMMENDATION

Subject to the satisfactory completion of the above legal agreement, the Director of Planning be authorised to issue planning permission for the development, subject to the following conditions and reasons.

Reason

The proposal would provide enhanced facilities at the site and would preserve and enhance the conservation area and is acceptable in traffic terms. The development is therefore in accordance with Adopted Unitary Development Plan policies ENV B.1.1 (New Development), ENV-B.2.2 (Conservation Areas) and T.1.4 (Car and Cycle Parking and Servicing Facilities for Developments).

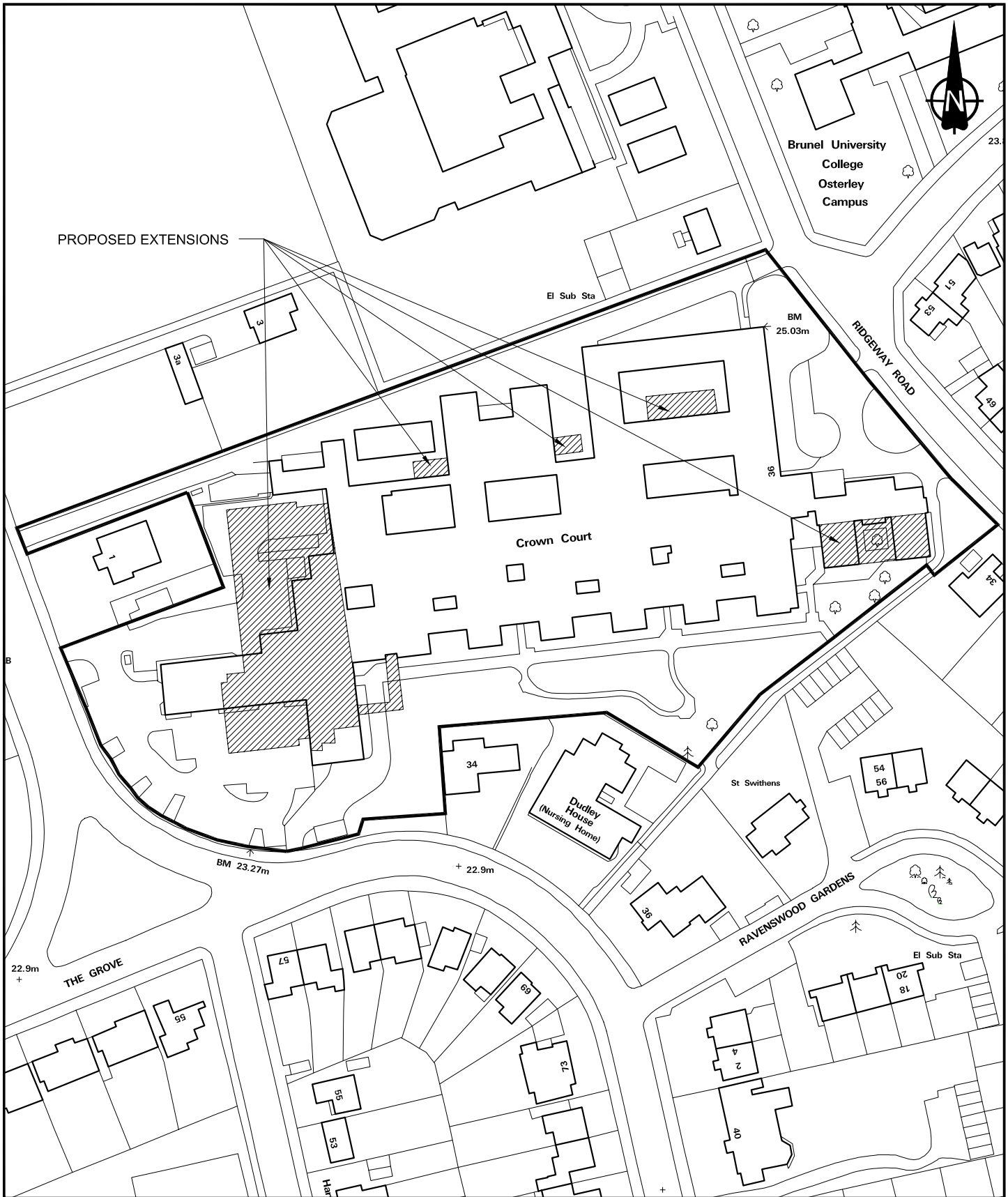
Conditions and Reasons

1. A1A *Time Limit*
REASON: A1AR
2. B4 *Materials-samples*
B4R
3. B5 *Detailed applications*
REASON: B5R
4. J2 *Access for Disabled People*
REASON: J2R
5. G3 *Parking (DWG.no L (02) 00 K)*
REASON: G3R

6. *Before the development commences details of cycle parking shall be submitted to and approved by the Local Planning Authority and the spaces shown on the approved drawing shall be available for use before first occupation of any part of the development*
REASON: G2R
7. C29 *Hours of Construction: Monday to Friday 8.00am to 6.00pm, Saturday 9.00am to 1.00pm only*
REASON; C29R
8. C34 *Illumination, mud and dust on Construction Sites*
REASON: C34R
9. E1 *Landscaping and Lighting, including additional landscaping*
REASON: E1R
10. E2 *Landscape works implementation*
REASON: E2R
11. E5 *Boundary Treatment*
REASON: E5R
12. E15 *Tree Planting*
REASON: E15R
13. E16 *Retained Trees*
REASON: E16R
14. *No works or development shall take place until full details of the protection of all retained trees during the demolition and construction phases have been approved in writing by the Local Planning Authority. All tree works shall be carried out in accordance with these details.*
REASON: To ensure a satisfactory appearance of the site.
15. *Before the development is commenced details of a Green Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the Green Travel Plan has been implemented in accordance with those details.*
REASON: F2R
16. *Before the development is commenced details of a car park management plan shall have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the car park management plan has implemented in accordance with those details.*
REASON: F2R

Conservation Area Consent

Approval



ISLEWORTH CROWN COURT, 36 RIDGEWAY ROAD, ISLEWORTH.

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London Borough of Hounslow
 Mike Jordan
 Director of Planning
 The Civic Centre, Lampton Road, Hounslow, TW3 4DN

Drawn by: S.C.	Scale 1/1250	31 Date 20/02/2006 11:45:16	O.S. Reference - TQ1576NW
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References:	P/2005/0197	01054/20-28/P23
Address:	20-28 Staines Road, Hounslow	
Ward:	Hounslow Heath	
Proposal:	Erection of a five storey 148 bed roomed hotel with one x A3 unit on the ground floor, 29 parking spaces, creation of new egress onto the link road and a new access into the site from the link road.	
Drawing numbers:	1816/000-007, 112-113, received 19 January 2006 and Amended Plans 1816/010-012, received 9 March 2006	
Application received:	19 January 2006	

1.0 SUMMARY

- 1.1 This application is for a hotel development at 20-28 Staines Road, where the Council has already approved an application for a hotel of similar size and bulk.

2.0 SITE DESCRIPTION

- 2.1 The site is on the southern side of Staines Road opposite the beginning of the pedestrianised section of Hounslow High Street. The link road that joins Staines Road to Grove Road forms the western boundary of the site. To the north on the opposite side of Staines Road is a series of large office buildings, 4 and 5 storeys high.
- 2.2 The site is within the Hounslow Town Centre and is currently used for parking. The site is designated in the Unitary Development Plan (UDP) as proposal site M6, where the preferred uses are a mixed development of shopping, cafes, office, leisure and car parking. The site is within the Hounslow Town Centre Controlled Parking Zone (CPZ) which extends primarily to the east and north of the site.

3.0 HISTORY

- 3.1 01054/20-28/P20 Application for a temporary car park.
Approved 2001
- 3.2 01054/20-28/P21 Erection of a 136 bedroom hotel
Withdrawn January 2002
- 3.3 01054/20-28/P22 Erection of a five storey 110 bed hotel, with 2 x A3 units on the ground floor, 22 parking space, and creation of new egress onto the link road
Approved 18th January 2005

4.0 DETAILS

- 4.1 Approval was granted for a 110 bedroom hotel on the 18th January 2005. This application also included two A3 units (restaurant/cafe) on the ground floor, 22 parking spaces and the creation of a new egress onto the link road. This building was 15m wide and 55.5m deep and significantly altered the vehicular access to and around the site.

- 4.2 These plans were approved without a particular hotel operator in mind. This situation has now changed and new plans have been submitted in line with the specifications of the future operator of the site.
- 4.3 The current scheme includes a five-storey building comprising 148 bedrooms and a ground floor A3 unit (restaurant/café), 29 parking spaces and a coach bay. The building would be 15m wide and 50m deep.
- 4.4 The main difference between the two schemes is the vehicular access. The approved scheme has two newly created access and egress points along the Staines Road frontage and retains the rear access from the link road. The current scheme dispenses with the need for a front access relying on the existing access to the rear.

5.0 CONSULTATIONS

- 5.1 Over 125 neighbours were notified on the 26th January 2006. Press and site notices have also been posted. No objections have been received.

Observations of the Central Hounslow Area Committee

- 5.2 This application was first referred to the Area Committee on the 16th February 2006. Members raised concerns over the likely increase in parking, both in the immediate vicinity and the wider area. They felt that s.106 contributions should provide for measures to deal with the impact of increased parking in other locations throughout the wider area.

6.0 POLICY

6.1 Unitary Development Plan

- IMP 6.1** Planning Obligations
- ENV-B.1.1** All New Development.
- ENV-B1.8** Access and Facilities for People with Disabilities
- E.1.1** Location of New Employment Uses
- E.5.1** Visitor Accommodation
- E.5.2** Conference and Exhibition Facilities
- T.1.4** Car & Cycle Parking & Servicing Facilities for Developments
- T.2.1** Pedestrian access
- T.2.2** Pedestrian safety and security
- ENV-P.1.1** Environmental sustainability: environmental impact statements and sustainability checklist
- ENV-P1.3** Surface water run off
- ENV-P.1.5** Noise Pollution
- ENV-P.2.1** Waste management
- ENV-P.2.4** Recycling facilities in all new developments
- ENV-P.2.6** Renewable energy

6.2 London Plan

Policy 3D.6 Visitors' Accommodation and Facilities

6.3 Planning Policy Guidance Note 21 (PPG 21) (Tourism)

6.4 Planning Policy Guidance Note 13 (PPG 13) (Transport)

6.5 Planning Policy Statement Note 6 (PPS 6) (Planning for Town Centres)

7.0 PLANNING ISSUES

7.1 The main planning issues concerning the case are:

1. Principle of Development
2. Design and street scene
3. Impact on the living conditions of adjoining residents
4. Traffic, parking and access to the site.
5. Sustainable building principles

Principle of the development

7.2 PPG 21, Policy 3D.6 of the London Plan and Policy E.5.1 of the UDP each encourage the provision of more beds for visitor accommodation. The appropriateness of this site for such a use was established with the approval of the previous application (P22) and is ideally located within the town centre. The current proposal does not alter the proposed land uses from this previous approval and as relevant policies have not altered, the principle of the development is considered to be acceptable.

Design and street scene

7.3 Policy ENV-B1.1 of the UDP seeks to ensure that new development should be compatible with, and seek to enhance the character of the area in terms of size, scale, materials and design. Schemes should provide adequate daylight and sunlight to adjoining properties and should enhance safety and security.

7.4 The building has been designed as a landmark building with an emphasis on the northeastern corner of the site, which has the strongest link with the pedestrianised high street. This corner feature would provide the entrance to the A3 unit, ensuring an active frontage is maintained. The entrance to the hotel has been repositioned to the southern end of the building to improve access from the car park.

7.5 The bulk of the building is similar to that of the previously approved scheme and of office blocks in the area. The building would contain a five-storey 'L' shaped section covering the full width of the site's Staines Road frontage and extending 50m to the rear of the site at this height with a further single storey infill element to the rear. A central tower clad in wood effect laminate panels is used as the building's focal point and extends above the fifth floor, creating a landmark feature on the northeast corner. This tower has been 'twisted' so that the northern and eastern facades do not meet at a 90 degree angle, adding interest to this corner, which is directly opposite the end of the pedestrianised section of the High Street.

- 7.6 The ground floor of the building would be predominantly glazed around the central area where the A3 use would be positioned. The wood effect laminate cladding panels used on the 'tower' would then be reused at the ground floor to differentiate the entrance to the hotel at the southern end of the building. Amendments have been made to the treatment of the facade, which was previously clad with coloured panels, countered by aluminium faced windows and trims. The facade would now be predominantly rendered with a wrap around element of aluminium cladding panels as a frame. These cladding panels would be reused to punctuate certain areas of the rendered section, adding interest to both the northern and eastern facade.

Impact on the living conditions of adjoining residents

- 7.7 The only residential properties near the site are to the south. The southernmost section of the hotel building would be positioned 19m from the rear boundaries of these properties and 35m from the actual dwellings. Furthermore, the only windows that face south are located in the Staines Road frontage area of the hotel, 55m from the southern boundary of the site. As such, there would be no loss or privacy to any residential property in the area. Because of the distance of the main bulk of the building from these houses, there would be no significant loss of light.

Traffic, parking and access to the site.

- 7.8 The site is within the town centre, on several bus routes and within walking distance of both the underground station and rail stations. For these reasons the site is one of the most accessible in the Borough. Its location is therefore highly compatible with national and local policy, well suited to high trip-generating uses such as hotels.
- 7.9 The current plans proposed 29 parking spaces accessed from the rear of the site. Six disabled parking spaces and one coach bay would be provided.
- 7.10 The UDP parking standard for hotels, as found in Appendix 3, ranges from the minimum of one space per five bedrooms, to the maximum of one space per two bedrooms. The minimum parking standard for the site is 30 spaces and the maximum is 90 spaces. One coach space is required regardless. A maximum of 7 additional spaces would be required for the proposed A3 use. The proposal includes parking for 29 spaces, including 6 wider spaces for those with limited mobility.
- 7.11 The application of minimum or maximum standards is applied in relation to the PTAL (Public Transport Accessibility Level) of the site. The PTAL methodology is adopted by Transport for London (TfL) to produce a consistent London wide public transport accessibility index. This method takes into account the time taken to access the public transport network and the frequency of services by measuring the walk time to public transport services, the average waiting time for each service and the reliability of each service. The Index ranges from a value of 1 (very poor accessibility) to a value of 6 (excellent accessibility).
- 7.12 The PTAL methodology assumes that pedestrians will walk up to 640m (equivalent 8 min walk time) to a bus stop and up to 960m (equivalent 12 min walk time) to an underground or mainline railway station. Given the proximity of the site to Hounslow Mainline station, Hounslow Central Underground Station and numerous bus routes, the site has a high PTAL of 5. Within the town centre very few A3 units have designated parking spaces, with most relying on public car parks. There are also limited daytime on street parking controls in surrounding residential streets.

The applicants have offered a financial contribution towards extending the hours and scale of the residents parking scheme around the site, ensuring there is no further pressure on residents parking. In light of these measures and the accessibility of the site to a variety of public transport choices the application of minimum parking standards is considered to be acceptable. The provision on one parking space below the minimum is considered to be negligible.

- 7.13 The previously approved scheme provided access from Grove Road for servicing and the coach parking spaces, with a new exit on to the link Road and a drop off point to the north of the site across the existing pedestrianised area. The current scheme retains the access from Grove Road and the proposed exit onto the link Road but does not retain the previously proposed drop off element to the north of the site. As such, all servicing and other vehicular movements would be contained to the rear of the site.
- 7.14 The loss of the drop off point and the implications for servicing are currently being assessed. Further comments will be provided by way of addendum.

Sustainable building principles

- 7.15 Sustainability underpins many of the UDP policies and the London Plan. These require developments not only to be sustainable in transport terms; to include appropriate recycling facilities and to minimise waste; to include energy efficiency measures and promote the use of renewable energy; and not to increase significantly the requirement for water supply or surface water drainage.
- 7.16 Policy ENV-P.1.1 considers whether an environmental impact statement is needed and encourages the use of a Sustainability Checklist. This development is not large enough to merit a full impact statement, but it is substantial and significant enough to justify use of the Checklist. The developers have submitted this checklist.
- 7.17 Policies ENV-B.1.1, ENV-P.1.3, ENV-P.2.1, ENV-P.2.4 and ENV-P.2.6 require that all developments should include recycling facilities and minimise waste, include energy efficiency measures, be sustainable in transport terms, promote the use of renewable energy and not significantly increase the requirement for water supply or surface water drainage.
- 7.18 The site is in a sustainable location for a high trip generating use, two conditions are also to be included which ensuring further details of water harvesting and the sustainable sourcing of materials are approved prior to the commencement of the development.

8.0 EQUAL OPPORTUNITIES IMPLICATIONS

- 8.1 The hotel is to be fully accessible with 5% of the hotel bedrooms designed to be wheelchair accessible. Six oversized parking spaces are to be provided. Access surrounding the site would be improved through s278 works

9.0 PLANNING OBLIGATIONS

- 9.1 Policy IMP6.1 of the Unitary Development Plan states that in appropriate situations the Council will seek to ensure that a developer enters into a planning obligation to secure planning benefits related to the development. Planning decisions impact on the local area and it is important when assessing a planning application to examine the overall consequences of a proposal on the locality and what the benefits and impacts of a development will be. Where these consequences and impacts can be mitigated by off site measures, planning obligations may be appropriate.
- 9.2 The heads of consideration proposed to be included in the Section 106 agreement in relation to this property are:

Measure needed for the development to go ahead

- Highways works and pedestrian safety and security
Extension to the central reservation on the link road to be undertaken by the developer at the developer's expense.
Creation of a new entrance onto the link road from the car park to ensure suitable access for disabled persons, to be undertaken by the developer at the developer's expense.

Measures directly related to the development

- Public Transport
A financial contribution of £36,900 to public transport infrastructure.
- On street Parking Measures
A contribution of £30,700 towards extending the hours of operation and scale of the existing Controlled Parking Zone, and extending the hours and availability of public parking in the area.
- Employment Training
A contribution towards hospitality, construction and brokering training for the local community amounting to £6,000.
- Green Travel Plan
- Environmental improvements
A financial contribution of £15,000 towards the improvement of pedestrian links in the vicinity of the site .

11.0 RECOMMENDATION

That subject to the satisfactory completion of the above legal agreement, the Borough Planning Officer be authorised to issue planning permission for the development, subject to the following conditions and reasons.

Reason

The proposal, because of its position, design and appearance, would be complementary to the appearance of the locality, and would not harm neighbours' living conditions. The development is in accordance with Adopted Unitary Development Plan policies ENV B1.1 (New Development), Policy E.5.1 (Tourist Accommodation), E.1.1 (New employment uses of land not in Class B Use) and T1.4 (Car and Cycle Parking and Servicing Facilities for Developments).

Conditions and Reasons

- 1 A1a (Time Limit)
- 2 B4 (Materials-samples)
- 3 B5 (Implementation in accordance with approved plans)
- 4 C29 (Hours of Construction: Monday to Friday 8.00am to 6.00pm, Saturday 9.00am to 1.00pm only)
- 5 C34 (Illumination, mud and dust on Construction Sites)
- 6 D9 (Soundproofing-External and Internal Noise)
- 7 E1 (Landscaping, lighting and boundary treatment)
- 8 G3 (Parking)

NS (Sustainable sourcing of materials.)

No development shall take place until a statement on the sourcing of materials to be used in the building, involving reuse, recycling and other sustainable sourcing of materials to be used in the construction and fitting out of the building wherever possible has been submitted to and approved in writing by the Local Planning Authority. These details shall be carried out as approved.

(Reason: In the interests of sustainability)

NS (Details of water harvesting and conservation measures)

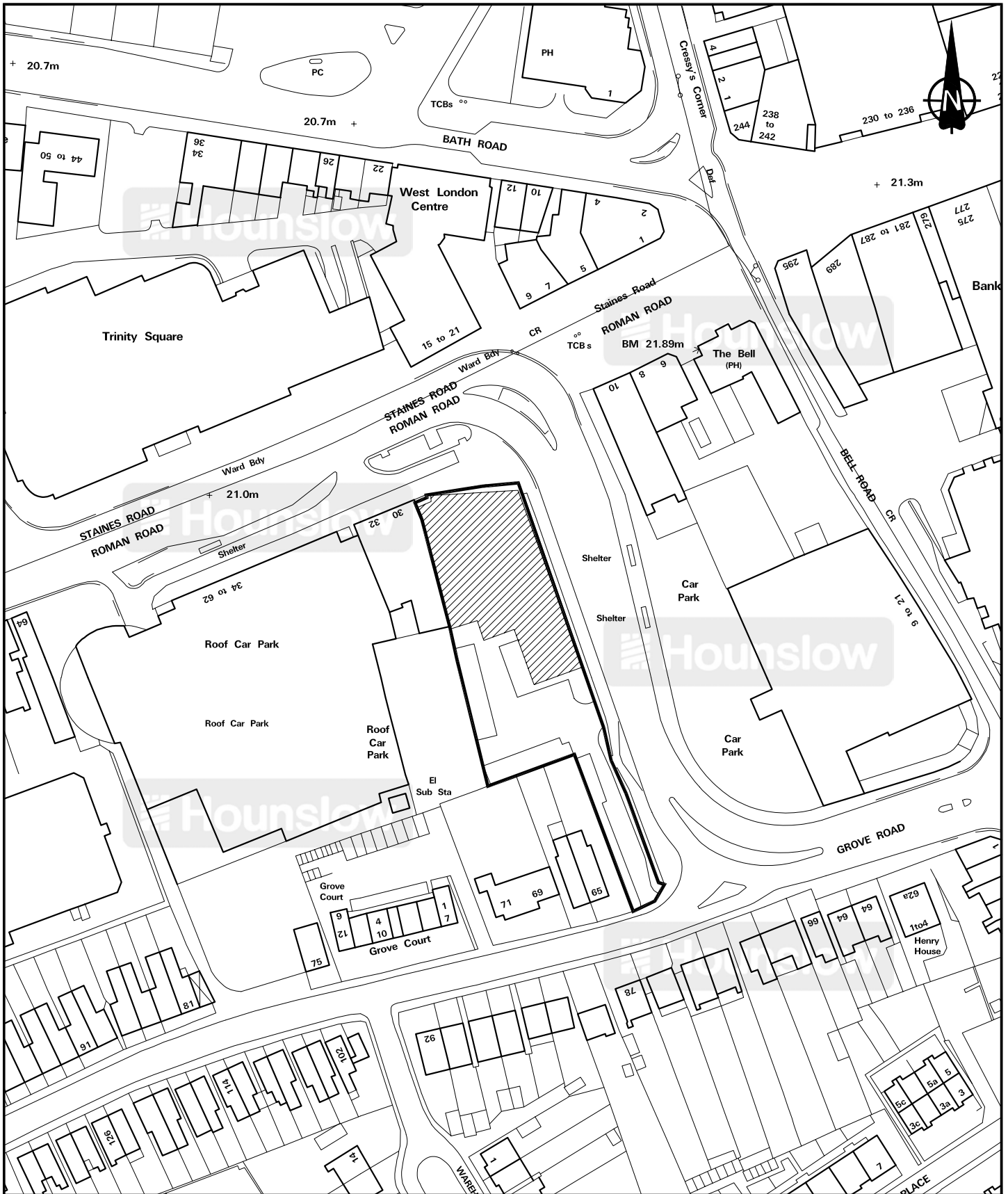
No development shall take place until details of measures for the harvesting of rainwater, the minimisation of water run-off from the building and the conservation and reuse as appropriate of other water supplies in the building have been submitted to and approved in writing by the Local Planning Authority. These details shall be carried out as approved.

(Reason: In the interests of sustainability)

NS (Energy Conservation)

No development shall take place until details of measures for the conservation of energy and the on site generation of energy if appropriate have been submitted to and approved in writing by the Local Planning Authority. These details shall be carried out as approved.

(Reason: In the interests of sustainability.)



20 - 28 STAINES ROAD, HOUNSLOW.

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London Borough of Hounslow

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Drawn by: S.C.

Scale 1/1250

39 Date
 30/01/2006 13:01:52

O.S. Reference - TQ1375SW

Gerard McCormack: Tel 020 8583 4944

e-mail: gerard.mccormack@hounslow.gov.uk

Sustainable Development Committee (Planning) 21 March 2006

- References:** P/2006/0140 00428/P/P35
- Address:** **St Vincent's House, Faggs Road, Feltham**
- Ward:** Feltham
- Proposal:** Redevelopment of existing industrial building to provide mixed B1 (C), B2 and B8 floorspace with ancillary offices, yard, car parking and landscaping.
- Drawing numbers:** Drawing numbers P0116-05, P0116-08 Rev A, P0116-06 Rev B, 1149-05 Rev A, 1149-01 Rev B and 1149-02 Rev B and the following reports - Soft Landscape Specification, Arboricultural Survey, Landscape management manual and Transport Assessment – all received on 25 January 2006
- Application received:** 25 January 2006
-

1.0 SUMMARY

- 1.1 This application proposes the redevelopment of the existing building that was last used for the preparation, storage and distribution of in flight airline meals. The replacement would be a modern unit to be used for employment purposes. The site backs onto green belt land but is screened from it by the existing landscape. The site is also part within the airport public safety zone but with only a small part of the proposed building being within the zone. It is recommended that planning permission should be granted.

2.0 SITE DESCRIPTION

- 2.1 The application site includes an area of adjoining green belt land that is also owned by the applicant. It is not proposed to carry out any development on this green belt land. It has been included because it has landscape screening that is important for the development part of the site.
- 2.2 The development site, which is approximately 1.4 hectares in area, is located on the western side of Faggs Road opposite Hatton Gardens, a residential cul-de-sac, and is accessed via an uncontrolled priority junction arrangement. It was last occupied by a company that prepared in flight meals which operated from 6,678 sq.m of employment space. Part of the site is within Heathrow airport's public safety zone.

3.0 HISTORY

00428/P/P3 Change of use from Children's Home to Development and Research centre comprising laboratories, stores, offices and welfare requirements, and the construction of an extension to an existing building to be used as an engine house and the erection of a new store for inflammable materials

Approved 30 November 1958

00428/P/P9 The use of premises in connection with airline in flight meal preparation

Approved 22 October 1968

00428/P/P23 Demolition of an existing building and erection of an extension to factory

Approved 23 May 1978

00428/P/P26 Erection of a new gate house, two single storey flank extensions to provide plant room and toilet accommodation and two storey rear extension to provide kitchen, stores, and vehicle servicing facilities, with ancillary car and vehicle parking spaces.

Approved 3 June 1981

00428/P/P33 Erection of extension to provide additional storage accommodation and enlarged bond store and provision of additional parking spaces

Approved 23 March 1989

4.0 DETAILS

- 4.1 The proposal seeks to demolish the existing unit and replace it with a bigger modern mixed use building to provide B1 (c) (Light industry), B2 (General Industry) and B8 (Wholesale warehouse, distribution centres, repositories) with ancillary offices, yard, car parking and landscaping.
- 4.2 The unit would measure 85 metres wide, 99 metres long and would be a little under 13 metres high with a shallow pitched roof. It would contain a single height warehouse area with an office area on three floors. The development would accommodate a service yard to the west with 10 entry doors and 18 lorry parking spaces. Car parking to the north of the site provides 46 spaces with a further 4 disabled spaces close to the front entrance. 22 cycle spaces would be accommodated by 11 "Sheffield" design stands in a designated hardstanding area.
- 4.3 The elevations of the proposed warehouse area would use high quality cladding materials. The office elevation fronting Faggs Road would be full height glazing broken up by buff coloured tiled piers.

5.0 CONSULTATIONS

5.1 60 neighbouring residents were notified on 26th January 2006. One reply has been received commenting as follows.

Comment	Response
The proposal would en-danger pedestrians using the footpath as lorries move in and out of the site.	The site has a suitable means of access to accommodate lorries moving into and out off the site.
The business opposite requires van parking from 07:30 – 14:30 M-F (the Café) and will probably block accessible turning circle into the site.	The site is located away from the café and parking restrictions would ensure that vans would not block the site entrance.

Members at the West Area Planning Committee made the following comments on 9 February 2006:

- Some Members raised concerns regarding the proposal to build within the Heathrow airport's safety zone.

The Environment Agency has requested that a flood risk assessment be provided for the site. This is in preparation and will be considered in an addendum report when it is available. The site is not identified as liable to flood in the UDP.

The BAA have commented and requested conditions designed to minimise the risk of bird strikes and light pollution. Appropriate conditions have been included in the recommendation.

The Metropolitan Police Service has objected on the grounds that the applicant has not applied for 'Secured by Design' status. It is understood that there are no insurmountable problems with security and that discussion between the police and the developer has taken place.

6.0 POLICY

6.1 Unitary Development Plan

ENV-B.1.1	All New Development
ENV-N.1.1	Purposes of including land in objectives for the use of land in the Green Belt
ENV-N.1.2	Acceptable Development in the Green Belt
ENV-N.1.3	Green Belt Improvements
ENV-N.1.4	Development near the Green Belt Boundary
ENV-N.2.9	Green Corridors
ENV-N.2.10	Green Chains
ENV-P.1.3	Surface water run off
ENV-P1.4	Waste water management
E.1.1	Location of New Employment Development
E.1.3	Location of General Industry (B2) and Storage and Distribution (B8) Uses.
T.1.1	The location of development
T.1.2	The movement implications of development
T.1.4	Car and cycle parking and servicing facilities for developments
IMP.5.3	Comprehensive Project Area
IMP.6.1	Planning obligations

7.0 PLANNING ISSUES

7.1 The main planning issues to consider are:

- The principle of the redevelopment and demolition of the existing units.
- Public Safety Zone implications.
- Visual impact on the Green Belt and surrounding areas.
- Impact on the highway.

Redevelopment and demolition of the existing units

7.2 This proposal is a replacement of the existing B1, B2 and B8 employment unit with a larger modern building for a similar use. The site is part of a larger industrial area on the west side of this part of Faggs Road that, although not specifically identified in the UDP, is well established. It currently has reasonable access to a main road. Its redevelopment is therefore in line with UDP policy E.2.3 (Improvement of employment sites).

Public safety zone

- 7.3 Public Safety Zones are areas at the ends of the runways of the busiest airports. Government guidance is in DfT Circular 1/2002. Within these zones development is restricted in order to control the number of people on the ground that may be at risk of death or injury in the event of an aircraft accident. The basic policy objective is that there should be no new development, within these areas, and that numbers should decrease over time. The responsibility for the implementation of this policy lies with the relevant Local Planning Authority rather than with the Civil Aviation Authority or Central Government.
- 7.4 The circular describes how certain forms of new or replacement development that involve a low density of people living, working or congregating may be acceptable within a PSZ. It gives examples such as employee car parking and traditional warehousing. The proposed development does not, on the face of it, appear to be an appropriate exception. However most of the proposed building, and all of the areas of it that would accommodate most employees, would be outside the PSZ. Most of the area within the PSZ would be open area to be used by vehicles. It is recommended that this alone would not be good enough to warrant reaching the conclusion that the scheme was acceptable in PSA terms. However it is considered to be reasonable and logical to give weight to the fact that the alternative to this proposal might well be the retention and refurbishment of the existing building with its likely use. The previous use was much more labour intensive and there was much more actual building within the PSZ.
- 7.5 On balance it is recommended that this proposal is acceptable in PSZ terms. The circular places the responsibility on the Local Planning Authority to make this decision and, at paragraph 11, it sets out the general presumption against replacement development. However paragraph 12 indicates that certain types of development that involve low densities of people can be acceptable. It is recommended that the Council has the discretion to make a judgement based on particular circumstances.

Visual impact on the Green Belt and surrounding areas

- 7.6 The proposed building would be rectangular in plan with a shallow pitched roof. The elevations of the proposed building use high quality cladding materials that are appropriate for large commercial buildings of this type and fit nicely into the context of the site as a commercial and industrial development area. The office elevation fronting Faggs Road would be full height glazing broken up by buff coloured tiled piers. The use of high quality materials that relate satisfactorily to its surroundings in terms of colour, scale, texture and pattern relates well in respect of policy ENV-B.1.1.
- 7.7 Although there are residential units directly opposite the site, as the proposal is replacing an existing unit and because there are a number of hanger style warehouse buildings located along Faggs Road, the proposal would maintain the character of the area. The proposal would therefore be in accordance with policy ENV-B.1.1 as it relates well to its site and the scale nature, height and massing and character of the surrounding building.
- 7.8 Policy ENV-N.1.4 states: *“Any development proposal in areas near the Green Belt and conspicuous from within it, must be designed so that it does not detract from the open aspect or visual amenities of the Green Belt. Particular attention needs to be paid to building siting, materials, height, design and landscaping sympathetic to the Green Belt.”*
- The proposed unit would be a little closer to the adjoining green belt boundary than the existing building. However there is an existing bund, with well-established trees and vegetation, which provides screening for the green belt. This complies with policy ENV-N.1.4. In addition, because the applicant owns this piece of Green Belt, and it is part of the application site, a condition can be attached to ensure that it is properly managed and maintained in the future. This would ensure that the open aspect and visual amenities of the Green Belt are maintained and that the fact the new building would be closer to the green belt would be of no significance.
- 7.9 UDP policy IMP.5.3 identifies areas of green belt land within the Borough that are identified as Comprehensive Project Areas. The application site is identified as being within CPA5. IMP.5.3 indicates that developments adjoining green belt land should contribute to the quality of the green belt. In this case it is recommended that the proposed protection and enhancement of the wider application site, i.e. beyond that part which is to be developed, is a positive benefit that can be facilitated by planning condition.
- 7.10 The planning application is supported by a soft landscape specification, an arboricultural survey and a landscape management manual. There are existing trees that are worthy of retention and some that are not. Those that are, are retained in the proposed landscape scheme. There is not much opportunity for landscaping on the development site as such because of the nature of the proposed use. However there would be a suitable combination of existing and new trees, the existing grass area, new hedges and new shrubs along the road frontage. The most significant landscape issue is the retention and future protection of the area of green belt around the site.

Impact on the highway

- 7.11 The planning application is supported by a Transport Assessment prepared by consultants. This analyses the current situation and compares this with that which is now proposed. It concludes that the type of use that last existed on the site generated significantly more vehicular traffic than what would be expected from the proposed new development, notwithstanding the fact that the floorspace would be greater. This is partly because a much smaller amount of private car parking would be provided in the new development and partly because the new use would be less labour intensive and would be likely to generate fewer trips. It is concluded that the new development would be beneficial in terms of the movement of vehicles in the surrounding area.
- 7.12 The parking provided for cars and lorries on site complies with the 1:200m² and 1:500m² standards required by the UDP. Twenty-two cycle bays and four disabled bays have been provided and this also complies with UDP standards.
- 7.13 Given that there is expected to be a reduction in traffic movement the access situation will be improved. However the existing situation is not ideal largely because of trees on highway land adjoining the footway. The possibility of improving this situation should be investigated whether or not the development proceeds.

8.0 EQUAL OPPORTUNITIES IMPLICATIONS

None relevant

9.0 RECOMMENDATION

Grant

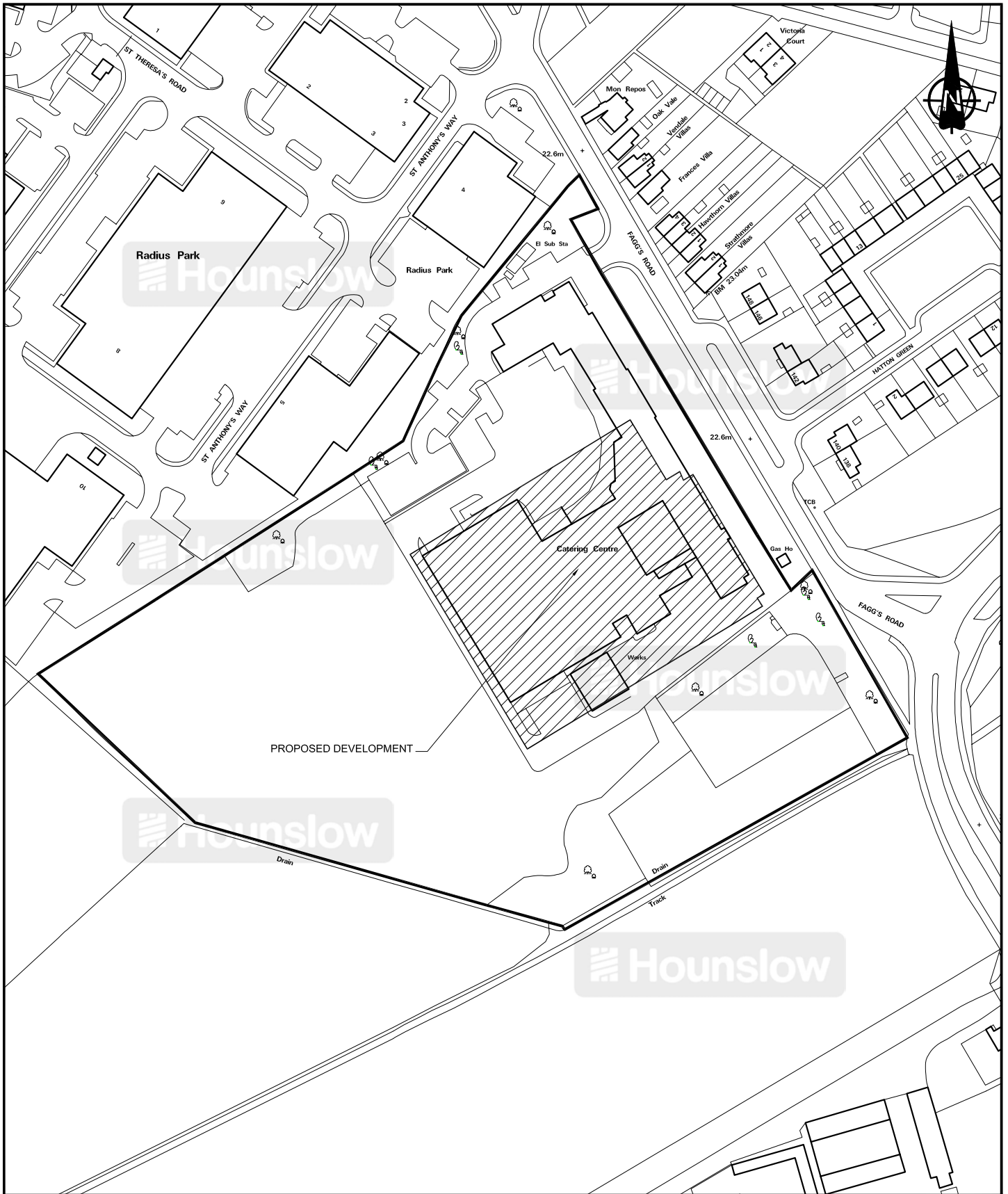
- 9.1 With appropriate safeguarding conditions it is considered that the proposed development for the demolition of the existing industrial building and erection of a mixed use B1 (C), B2 and B8 building with ancillary offices, yard, car parking and landscaping would be acceptable and complementary to the visual amenity of the locality, and would not be detrimental to the amenities of the adjoining and neighbouring properties. The proposed development is therefore in accordance with policies ENV-B.1.1 (New Development), ENV- N.1.1 (Purposes of including land in objectives for the use of land in the Green Belt), ENV- 1.2 (Acceptable Development in the Green Belt), ENV – N.1.3 (Green Belt Improvements), ENV-N.1.4 (Development near the Green Belt Boundary), ENV-N.2.9 (Green Corridors), ENV-N.2.10 (Green Chains), ENV-P.1.3 (Surface water run off), ENV-P.1.4 (Waste water management), E.1.1 (Location of New Employment Development), E.1.3 (Location of General Industry (B2) and Storage and Distribution (B8), T.1.1 (The Location of Development), T.1.2 (The movement implications of development), T.1.4 (Car and Cycle parking and servicing facilities for developments) and IMP.5.3 (Comprehensive Project Areas) of the adopted Unitary Development Plan 2003.

10.0 Conditions

1	A1	<p><i>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</i></p> <p>(Reason. To accord with the provisions of Section 92(1) of the Town and Country Planning Act 1990)</p>
2	B4	<p><i>No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details</i></p> <p>(Reason. In order that the Council may be satisfied as to the details of the development in the interests of the visual amenity of the area and to satisfy the requirements of policies ENV B1.1 New Development and H6.4 Extensions and alterations.)</p>
3	C13	<p><i>The office floorspace contained within the development hereby approved shall be used only as offices ancillary to the main use of the premises as industrial/ warehouse purposes and shall not be used for any other purpose.</i></p> <p>(Reason. 1.To ensure that no independent office use commences for which there is inadequate on-site parking in accordance with policies T.1.4. Car and Cycle parking and servicing facilities for developments of the Hounslow UDP.</p> <p>2. To ensure the primary use of the premises is for office purposes in accordance with policy</p> <p>(a) E1.1 Location of new employment development or</p> <p>(b) E.1.2 Locations for business (B1) use or</p> <p>(c) E.1.3 Location of general industry (B2) and storage and distribution (B8) uses)</p>
4	C16	<p><i>No additional floorspace shall be formed within the buildings hereby permitted by means of internal horizontal division without prior written consent of the Local Planning Authority.</i></p> <p>(Reason.</p> <p>1. In order not to prejudice the Council's standards for provision of car parking spaces and service facilities in accordance with policies T.1.4. Car and Cycle parking and servicing facilities for developments of the Hounslow UDP.</p> <p>2. To ensure the primary use of the premises is for office and warehouse purposes in accordance with policy</p> <p>(a) E1.1 Location of new employment development or</p> <p>(b) E.1.2 Locations for business (B1) use or</p> <p>(c) E.1.3 Location of general industry (B2) and storage and distribution (B8) uses)</p>
5	C17	<p><i>Storage or industrial activities shall not take place anywhere on the site except within building.</i></p> <p>(Reason. To ensure that the proposed development does not prejudice the amenities of the locality in accordance with policies.</p> <p>(a) ENV.B.1.1 New development</p> <p>(b) ENV.P.1.5 Noise pollution</p> <p>(c) ENV.P.1.6 Air pollution(d) ENV.P.1.7 Light pollution)</p>

6	C23	<p><i>No fans, louvres, ducts or other external plant shall be installed without the prior approval of the Local Planning Authority.</i></p> <p>(Reason. 1. To protect the visual amenities of the area</p> <p>2. To ensure that the proposed development does not prejudice the amenities of the locality in accordance with policy; (insert as appropriate)</p> <p>(a) ENV.B.1.1 New development (b) ENV.P.1.5 Noise pollution (c) ENV.P.1.6 Air pollution)</p>
7	G7	<p><i>The parking, loading and turning spaces shown on drawing No.P0116 -05 rev A shall be constructed and available for use before first occupation of any part of the development and such spaces shall not be used for any other purposes.</i></p> <p>In order to prevent obstruction and inconvenience to users of the adjacent highway and the premises, and in the interests of road safety in accordance with policy ENV.B.1.1 New development and policy T1.4 Car and Cycle Parking and servicing facilities for developments and T4.4 Road Safety.</p>
8	J2	<p><i>Before the development hereby permitted is commenced a scheme indicating the provision to be made for disabled people to gain access to the building hereby approved shall have been submitted to and approved by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.</i></p> <p>(Reason. To provide satisfactory access for people with disabilities in accordance with policy</p> <p>(a) ENV-B.1.1 New Development (b) E.1.3 Disabled Access.</p>
9	J6	<p><i>(a)The site shall be investigated for ground conditions, pollution, stability, landfill gas and leachate/ground water content/regime in accordance with details to be submitted to and approved by the Local Planning Authority before the development is implemented.</i></p> <p><i>(b) The investigation shall be undertaken to the satisfaction of the Local Planning Authority and details of all results, assessment and measures needed to render the development safe in consequence shall be submitted to and approved by the Local Planning Authority before the development is implemented. All such measures shall be implemented before the development is occupied or such other date as may be required by the Local Planning Authority.</i></p> <p>(Reason. The site has been landfilled and the Local Planning Authority wishes to ensure that the development proposed can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV-B.1.1New Development and ENV-P.1.8 Development proposals on or near contaminated land.)</p>
10		<p><i>No soakaways shall be constructed in contaminated ground</i></p> <p>Reason: To prevent the pollution of the water environment</p>

11	<p><i>The construction of the site drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences</i></p> <p>Reason: To prevent the pollution of the water environment</p>
12	<p><i>Before commencement of operations, a method scheme shall be submitted to and approved by the Local Planning Authority detailing how the control of breeding, roosting or loafing of birds on the building shall be undertaken.</i></p> <p>Reason: To avoid endangering the safe operation of aircraft through the attraction of birds.</p>
13	<p><i>A landscape management plan, management responsibilities and maintenance schedules for the green belt area included within the application site shall be submitted to and approved by the local planning authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.</i></p> <p>Reason: To ensure that the development, hereby approved, is permanently screened from the adjoining green belt land and that the application site green belt land is maintained in a manner that is appropriate to its green belt status</p>
14	<p><i>No building, structure or crane exceeding 44m AOD shall be constructed within the application boundary.</i></p> <p>Reason: So that it does not breach the Obstacle Limitation Surfaces detailed in CAA Publication CAP 168 Licensing of Aerodromes.</p>
15	<p><i>Development shall not begin until details of the schemes lighting required during construction and the completed project have been submitted to and approved in writing by the Local Planning Authority. Such schemes shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.caa.co.uk/srg/aerodrome) and shall specify that lighting is of flat glass, full cut off design with horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.</i></p> <p>Reason: To avoid endangering the safe operation of aircraft.</p>



ST VINCENTS, FAGGS ROAD, FELTHAM.

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London Borough of Hounslow

Mike Jordan
 Director of Planning
 The Civic Centre, Lampton Road, Hounslow, TW3 4DN

Drawn by: S.C.

Scale N.T.S.

49 Date

O.S. Reference - TQ1075SW

SUSTAINABLE DEVELOPMENT COMMITTEE MEETING

21st March 2006

Myfanwy Stodart: Tel 020 8583 4936

e-mail: myfanwy.stodart@hounslow.gov.uk

References:	P/2005/3507	00638/62/P10
Address:	62 Inwood Avenue, Hounslow	
Ward:	Hounslow Central	
Proposal:	Erection of a three-storey block and a part four part five storey block comprising 17 flats with associated parking and landscaping (amended description).	
Drawing numbers:	Amended Plans 395/ PO4B - P14B, received 17 th January 2006	
Application received:	2 nd December 2005	

1.0 SUMMARY

- 1.1 This planning application is for the redevelopment of a vacant employment building for residential purposes. The site is located on Inwood Avenue to the south of the Hounslow Town Centre. Whilst the proposal has a density higher than that recommended in the Unitary Development Plan, the merits of the scheme and the location of the site is such that an acceptable scheme is proposed that would make a positive contribution to the local area. Approval is recommended.
- 1.2 The application was considered at the Sustainable Development Committee meeting on Thursday 23rd February 2006. Members authorised the Director of Planning to refuse the application if adequate pedestrian access could not be provided through to James Street to improve pedestrian access to public transport.
- 1.3 Given that the applicant does not own all the land between the site and James Street it is not possible to create a pedestrian link to this street. However, further information has been submitted confirming that the site has a PTAL of 5.
- 1.4 The previous report is attached as an Appendix.

2.0 DETAILS

Public Transport Accessibility Level (PTAL)

- 2.1 The PTAL methodology is adopted by Transport for London (TfL) to produce a consistent London wide public transport accessibility index. This method takes into account the time taken to access the public transport network and

the frequency of services by measuring the walk time to public transport services, the average waiting time for each service and the reliability of each service. The Index ranges from a value of 1 (very poor accessibility) to a value of 6 (excellent accessibility).

- 2.2 The PTAL methodology assumes that pedestrians will walk up to 640m (equivalent 8 min walk time) to a bus stop and up to 960m (equivalent 12 min walk time) to an underground or mainline railway station. Whilst, as mentioned above, it is not possible for the applicant to provide a footpath link to James Street, there is a public footpath that runs between Nos. 38 and 40 Inwood Avenue through to Pears Road, opposite its junction with School Road. Use of this link brings some seventeen different bus services and Hounslow East underground station well within these walking distances and gives the site a PTAL of 5 (very good public transport accessibility). Hounslow mainline station, which is slightly further than 1km away, is not included in this calculation.
- 2.3 Table 4B.1 of the London Plan provides a matrix of appropriate densities in relation to housing type based, in part, on PTAL. For sites such as this, with a PTAL of 5 and within 10 minutes walk of the town centre, proposals with a predominant housing type of flats should be built at a density of 450-700hr/ha.
- 2.4 The proposed development generates a density of 396hr/ha, which is below the London Plan range for such an accessible site. This however, reflects the constrained nature of the site, which the developers have addressed.

3.0 CONCLUSION

- 3.1 As outlined in the previous report, which is attached, the scheme provides quality accommodation in an accessible location with appropriate parking and amenity space. There would be no negative impact on the living conditions of adjoining neighbours and the design of the scheme is appropriate in this location, resulting in a positive contribution to the street scene.
- 3.2 The site has a high PTAL level of 5 and any requirement to obtain further pedestrian access to James Street is considered to be unnecessary.

4.0 RECOMMENDATION

That subject to the satisfactory completion of the above legal agreement, the Director of Planning be authorised to issue planning permission for the development, subject to the following conditions and reasons.

Reason

The proposal, because of its position, design and appearance, would be complementary to the appearance of the locality, and would not harm neighbours' living conditions. It would provide an acceptable standard of residential accommodation and would not result in the unacceptable loss of employment floorspace. The development is in accordance with Unitary

Development Plan policies ENV B1.1 (New Development), H4.1 (Housing Standards and Guidelines), H.4.2 (Residential Density), E.1.5 (Development Involving Loss of or Changes in Employment Uses) and T1.4 (Car and Cycle Parking and Servicing Facilities for Developments).

Conditions and Reasons

1	A1	(Time Limit)
2	B4	(Materials-samples)
3	B5	(Implementation in accordance with approved plans)
4	C29	(Hours of Construction: Monday to Friday 8.00am to 6.00pm, Saturday 9.00am to 1.00pm only)
5	C34	(Illumination, mud and dust on Construction Sites)
6	D9	(Soundproofing - External and Internal Noise)
7	E1	(Landscaping and Lighting)
8	E2	(Landscape works implementation)
9	E5	(Boundary Treatment and Screening)

APPENDIX A

SUSTAINABLE DEVELOPMENT COMMITTEE MEETING

23rd February 2006

Myfanwy Stodart: Tel 020 8583 4936

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References:	P/2005/3507	00638/62/P10
Address:	62 Inwood Avenue, Hounslow	
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1.0 SUMMARY

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2.0 SITE DESCRIPTION

- 2.1 Inwood Avenue runs along the northern edge of Inwood Park, approximately 150m south of the Hounslow Town Centre Boundary as designated in the Unitary Development Plan. These are two storey semi-detached houses and terraces are situated on the northern side of this road only, the south side being the park.
- 2.2 The site, with the adjacent Church building, forms the eastern end of the Avenue, and has a forecourt, which is currently used as a turning area for larger vehicles so that they can exit Inwood Avenue in a forward direction. To the north of the site is a three-storey building comprising 39 sheltered flats. To the east is a single storey warehouse, which is connected to Inwood Avenue by an access road the site from Inwood Park. To the west is the two-storey semi-detached and terraced housing of Inwood Avenue.
- 2.3 The site, previously used as industrial, has been vacant since 2004.

3.0 HISTORY

- | | | |
|-----|-------------|--|
| 3.1 | 00638/62/P8 | Continued use of premises for manufacture and storage of light fittings and retention of buildings in connection therewith |
| | | Approved |
| 3.2 | 00638/62/P9 | Change of use of units from manufacturers to car repair garages and MOT test centre |
| | | NFA |

4.0 DETAILS

- 4.1 The proposal constitutes the demolition of the existing industrial building and the erection of two blocks of flats with associated parking and amenity areas.
- 4.2 The first block, positioned to the west of the site and forming an end to Inwood Avenue, would be three storeys with parking and refuse areas on the ground floor and two, two-bedroom flats on the 1st and 2nd floors.

- 4.3 The second block would be four full storeys with a reduced 5th floor. This block would contain two, three-bedroom ground floor units with small, grassed patios to the front to provide a buffer to parking areas, and a private garden each to the rear. The first, second and third floors comprise four two-bedroom flats, five one-bedroom flats and a studio flat with the fifth floor comprising a two-bedroom flat.
- 4.4 Access to the site would remain from Inwood Road, across the forecourt and under the first floor of the front building. Whilst the forecourt area would be repaved to improve the appearance, no new structures would be erected ensuring this area can still be used for turning. Eleven parking spaces are to be provided, including two disabled spaces, and secure cycle storage for 17 bicycles.

5.0 CONSULTATIONS

- 5.1 The application was advertised to over one hundred nearby properties on the 7th December 2005. Site notices and newspaper advertisements have also been posted.
- 5.2 Five letters have been received and a petition signed by all of the residents at Hyde House. The following comments have been made.
- The five-storey building is out of character with the surrounding area, and is too large for the site.
 - The development would increase traffic in Inwood Avenue.
 - There is insufficient parking on site.
 - Loss of privacy
 - The design of the proposed buildings is out of keeping with existing buildings along Inwood Avenue.
 - Overshadowing of Hyde House and properties on James Street.
 - The proposal is too close to the sheltered housing development at Hyde House.
- 5.3 The application was readvertised to surrounding neighbours on the 1st February 2006 following the receipt of amended plans. No further objections have been received to date.
- 5.4 The application is to be considered at the Hounslow Central Area Committee on the 16th February 2006, comments will be reported by way of addendum.

6.0 POLICY

6.1 Unitary Development Plan (UDP)

IMP.1.2	The Re-use and Recycling of Urban Land.
IMP.6.1	Planning Obligations
ENV-B.1.1	All New Development.

ENV-B1.2	High Buildings or Structures Affecting Sensitive Areas
ENV-B1.8	Access and Facilities for people with Disabilities
ENV-B1.9	Safety and Security
E.1.5	Development Involving Loss of or Changes in Employment Uses
H.1.1	Location of New Housing Development
H.2.1	Affordable Housing
H.4.1	Housing Standards and Guidelines
H.4.2	Residential Density
T.1.4	Car and Cycle Parking and Servicing Facilities for Developments

6.2 Supplementary Planning Guidance

General Standards and Controls

Residential Standards and Controls

Affordable Housing

6.3 London Plan

3A.2 Increasing London's supply of housing

3A.4 Lifetime Homes

3A.6 Definition of affordable housing

3A.7 Affordable housing targets

3C.1 Integrating transport and development

4B.1 Design principles for a compact city

Table 4B.1 Density location and parking matrix

4B.3 Maximising the potential of sites

4B.7 Respect local context and communities

6.4 London Plan Supplementary Guidance

Accessible London

6.5 Planning Policy Guidance Note. 3 (PPG 3) (Housing)

7.0 PLANNING ISSUES

7.1 The proposal seeks to demolish the existing building on site and erect 17 flats with associated landscaping and parking. As such, the main planning issues concerning the case are:

1. Is the loss of employment from this site acceptable in principle?

2. Is the proposal acceptable in the following housing terms?
 - (i) Density
 - (ii) Quality of the accommodation provided
 - (iii) Residential mix
 - (iv) Scale, design and impact on the surrounding area.
3. Can the scheme be accommodated in term of access and public transport? Is the parking provision appropriate?

Loss of employment

- 7.2 Evidence from the Hounslow Employment Land Study 2004 and the Greater London Authority study of “Industrial and Warehousing Land Demand in London” (2004) suggests that Hounslow should take a restrictive approach to the release of industrial land. As such, it needs to be established that the reuse of the site for the current employment use is unlikely in accordance with Policy E.1.5 of the Unitary Development Plan (UDP).
- 7.3 As this site is an edge of town centre employment site, Policy E.1.5 states that housing will be considered as an alternative to employment uses either where the reuse of land for employment is unlikely (taking into account vacancy and alternative supply of land) or the location and scale of the existing employment use is detrimental to the amenity of the surrounding area. It is the applicant’s responsibility to demonstrate why such a loss of employment is considered to be acceptable.
- 7.4 This proposal results in the loss of a 591m² industrial building that has been vacant since 2004. The applicant has submitted a planning statement and supplementary material to justify this loss of employment focusing on the alternate supply of similar employment sites.
- 7.5 The Council’s Strategic Policy Team have considered the information and are satisfied that there is currently sufficient vacant industrial floor area in the surrounding area and Borough to cater for any immediate increases in demand. It is therefore considered unlikely that this particular site, which is constrained by surrounding residential properties and awkward access arrangements, would be reused for industrial purposes.
- 7.4 Notwithstanding the potential loss of employment, the introduction of additional housing on this edge of town centre brownfield site is in accordance with Government policy in PPG 3, and reflected in Council Policy H 1.1 of the UDP, which states that:

‘A systematic sustainable approach is applied to the selection of land for development giving preference to those sites which focus new development in town centres and regeneration areas, recycle brownfield sites, re-use buildings, are located near to and/or are accessible by public transport, and sites which utilise the capacity of existing infrastructure.’

- 7.5 Policy H 2.1 of the UDP states that all housing developments in the Borough capable of providing twenty or more dwellings should make a provision of on site affordable housing, with the overall aim of securing 50% of all housing developments as affordable. As the site cannot accommodate 20 units, it is not considered necessary to provide any affordable housing.

Is the proposal acceptable in housing terms?

Density

- 7.6 The site is close to but not within a Town Centre and is adjacent to other residential properties, a church and another industrial building. Policy H.4.2 of the UDP sets density levels to ensure that any proposed development would not be at odds with surrounding development. Density levels should take account of the established density of the surrounding areas and should not normally be less than 125 habitable rooms per hectare (hrha) nor exceed 250. The guidance also states that where there is no established residential character and the site is close to the Town Centre and good public transport links, higher densities may be permitted.
- 7.7 Similarly, Planning Policy Guidance No. 3 (PPG 3) and the London Plan both encourage more efficient use of land in order to provide sustainable communities and to meet housing needs in the local area and within the broader London context. Specifically, table 4B.1 of the London Plan illustrates appropriate densities to be achieved in relation to housing. For sites such as this, within 10 minutes walk of the town centre, proposals with a predominant housing type of flats should be built at a density of 450-700hr/ha. This guidance is offset by the acknowledgment of PPG3 that such developments should be located near suitable public transport networks and should respect and enhance the local character.
- 7.8 The proposed development generates a density of 396hr/ha, which exceeds the range stipulated in Policy H.4.2 of the UDP. However, this policy states that density is of secondary importance after taking into account the requirements of each site and the merits of each scheme. The proposed density falls below the suggested minimum density as found in the London Plan, reflecting the constraints of the site, which the developer has sought to address.
- 7.9 This proposal is a mixed scheme of family and non-family accommodation and the site has good public transport links and is close to the town centre. A slightly higher density scheme could therefore be considered on this site. The acceptability of the proposed scheme, however, must be considered in relation to the consequences of this density, including the quality of accommodation for future residents and the impact of the proposal on the surrounding area and residents.

Quality of accommodation for future residents

- 7.10 One implication of this density is the difficulty in providing private amenity space. Private amenity space standards are set out in Supplementary

Planning Guidance (SPG) (February 1997). The proposed 17 units generate an amenity space requirement of 455m².

- 7.11 Amenity space on site is provided by way of two large private gardens on the ground floor (90m² each) and balconies to the 13 units that overlook Inwood Park (61m² in total), creating a total of 241m² of private usable amenity space provided on site. This provision does not meet the minimum standards set in Section 10 of the Council's Supplementary Guidance. The only reasonable way that these amenity standards could be met at this site, regardless of the number of units, is for off-street parking to be removed from the scheme, or at the very least drastically reduced, resulting in increased pressure on Inwood Avenue.
- 7.12 Inwood Park is immediately to the south and provides sufficient amenity space for the residents of this development. Furthermore, the park is also large enough to provide for the broader recreational needs of future residents of this scheme and other local residents, including, informal and formal play areas, courts and kick about areas. The applicant is willing to provide section 106 contributions of £9,000 for the improvement of this park, thus mitigating the shortfall and helping to improve facilities at the park for the broader community. It should also be noted that the two three-bedroom family units have private amenity areas large enough to be appropriate for detached houses, ensuring that the amenity space provided on site is allocated to the most appropriate units.
- 7.13 Overall the scheme achieves an appropriate balance between the provision of parking and amenity space on site, ensuring that there would be no adverse impact on parking on Inwood Avenue, whilst also ensuring that appropriate standards of accommodation are achieved for future residents.
- 7.14 The Council's Supplementary Guidance sets minimum standards to be achieved for internal floor areas in new dwellings. Each of the proposed units complies with these requirements. The Supplementary Guidance also lists appropriate minimum room sizes. However, these are to be applied to conversions and a more flexible approach to internal spaces standards can be adopted in new developments. Using the figures provided as a guide the following room sizes are achieved in the different types of units.

Room	Required Size	1 Bedroom 45.5m ²	2 Bedroom 61m ²	3 Bedroom 85m ²
Main Bedroom	12m ²	13 m ²	13 m ²	12m ²
Second Bedroom	10m ² or 6.5m ²	N/a	18 m ²	11 m ²
Third Bedroom	6.5m ²	N/a	N/a	7m ²
Bathroom	3.7m ²	4m ²	4 m ²	6 m ²

Kitchen/Diner	9m ²	9 m ²	N/a	N/a
Working Kitchen	7.5m ²	N/a	6 m ²	8 m ²
Lounge Room	15m ²	17 m ²	N/a	N/a
Lounge/Diner	16m ²	N/a	21 m ²	20 m ²

- 7.15 The internal layout of each of the units is considered to be acceptable. Only the kitchens of the two-bedroom units are smaller than suggested. However, this is offset by large lounge diners, ensuring overall that there is adequate space for each of the units.
- 7.16 Internally and externally the layout of the units is such that windows and balconies are positioned so that they do not face other window or, where they do internally between the two blocks, a distance of at least 21m is maintained, in compliance with Appendix 1 of the UDP. Therefore there would be adequate privacy within this development. The scheme has also been designed to ensure that the second block to the east of the site is positioned between the two sets of splayed windows at Hyde House to the north of the site, ensuring that the outlook from this development is maintained.
- 7.17 Appropriate refuse and recycling facilities are provided adjacent the parking areas. The scheme allows for refuse collection vehicles to enter and turn on site.

Residential mix

- 7.18 London Plan Policy 3A.4 stresses the importance of providing a full range of housing types to meet the varied needs of a community. Specifically, new homes should be built to the 'Lifetime Homes' standards and wheelchair housing should be provided. Whilst below the threshold for wheelchair housing as outlined in Policy H.5.1 of the UDP, all but two of the units are wheelchair accessible, with the a lift in the second block providing access to the upper floors. The two units not accessible are reached by stairs and are therefore not suitable for wheelchair users. The scheme is also generally compliant with the Lifetime Homes standards.
- 7.19 Policy H.4.3 of the UDP also requires that a mix of housing types be provided for each new residential scheme. This development provides a mix of studio, one, two and three-bedroom units, satisfying this policy.
- 7.20 Given the proposed mix of accommodation, some of the proposed units would be occupied by families. As such, the proposal would result in an increased demand in educational facilities. In order to offset this increased demand the developer has agreed to pay a contribution of £32,000 towards educational facilities in the locality.

Scale, design and impact on the surrounding area

- 7.21 The scheme comprises two blocks with a central courtyard. The first block is three-storeys and the second is four with a reduced fifth-storey.
- 7.22 Following changes to improve the relationship of the scheme to surrounding development, the front building is of masonry construction sitting on the ground, rather than raised on stilts as previously shown. The front elevation and the facade facing Inwood Park have been modelled to reflect the rhythm of bay windows and roofs along Inwood Avenue and the top floor has been set back into a roof structure, which is differentiated by a material change from masonry to timber. The overall height of this building is 9m, comparable to the terraces along Inwood Avenue, which area generally 8m.
- 7.23 A brick wall has been added to the south of the courtyard area, improving the quality of space between the two buildings. This prevents the cars from being seen from the outside (for security and appearance reasons) and provides privacy for residents. Additional planting has been added to soften the boundaries.
- 7.24 Substantial setbacks have been created in the second block, by removing two flats from the top floor. This rear building would be constructed in masonry. At the highest point this block would be 15m, reducing to 12m where the setbacks have been created. To the north the stairwell element of Hyde House that is closest to the proposed development is 11m reducing to 9m for the bulk of the building.
- 7.25 The standards for daylight and sunlight are set out in the Building Research Establishment (BRE) publication 'Site layout for daylight and sunlight - a guide to good practice'. In relation to daylight the vertical sky component (vsc) is used as a guide to ensure that a proposed development does not adversely affect the amount of daylight to existing developments. The vsc is the percentage of sky that would be visible from the face of the building in one direction. If there were no obstructions, the vsc would have a maximum value of 40%, however, the recommended minimum standards is 27%. The applicant has submitted a daylight/sunlight analysis comparing the impact of the proposal on surrounding development. The analysis shows that despite some loss of morning and afternoon sun in the winter, the level of daylight and sunlight to adjoining properties with the proposed development in place would exceed the requirements of the BRE, with a minimum vsc of 36%. The scheme would therefore not have a negative impact on the quality of daylight or sunlight to adjoining properties.
- 7.26 Windows and balconies are provided in the eastern, southern and western facades only. As such, there would be no loss of privacy to the residents of Hyde House to the north and due to the position of the front building, no loss of privacy to residents along Inwood Avenue to the west. To the east, windows would only overlook a warehouse with the nearest residential garden at least 40m away.

Can the scheme be accommodated in term of access and public transport?
Is the parking provision appropriate?

- 7.27 The site is approximately 300m from Hounslow Bus Garage and 600m from Hounslow East Underground Station. As such, the site has a high Public Transport Accessibility Level (PTAL) of 5-6. PTAL uses a mathematical formula to demonstrate accessibility by public transport. The values of a site may range from 1 at the lower end of the scale to 6 at the higher.
- 7.28 Policy T.1.4 (Car and Cycle Parking and Servicing Facilities for Developments) of the UDP states that all developments must provide parking and servicing facilities in accordance with the Council's standards as found in Appendix 3. Given the mix of units proposed, the development generates a maximum requirement of 22 off street parking spaces. The scheme as submitted accommodates 11 parking spaces, including 2 to disability standard, which is within this maximum requirement. Given the location of the site with good access to public transport, this level of parking is considered to be acceptable. Furthermore, parking is restricted in the adjacent Inwood Avenue, ensuring that it is only for surrounding residents and not visitors to the park or the Hounslow Town Centre. As there is capacity within this Controlled Parking Zone it is not considered necessary to restrict parking permits for future residents. As such, it is considered that the development would not have a negative impact on the road network surrounding the site.

8.0 PLANNING OBLIGATIONS

- 8.1 Policy IMP6.1 of the adopted Unitary Development Plan states that in appropriate situations the Council will seek to ensure that a developer enters into a planning obligation to secure planning benefits related to the development. Planning decisions impact on the local area and it is important when assessing a planning application to examine the overall consequences of a proposal on the locality and what the benefits and impacts of a development will be. Where these consequences and impacts can be mitigated by off site measures, planning obligations may be appropriate.
- 8.2 This section sets out the heads of terms. All payments will be index linked and the phasing of the payments and the construction programme will be subject to detailed negotiation.
- 8.3 The heads of consideration to be included in the Section 106 in relation to this property are:

Measures directly related to the development

- A financial contribution of £32,000 towards the provision of educational facilities in the locality.
- A financial contribution of £9,000 towards the improvement of Inwood Park.

8.4 The applicant has agreed to the above obligations.

9.0 RECOMMENDATION

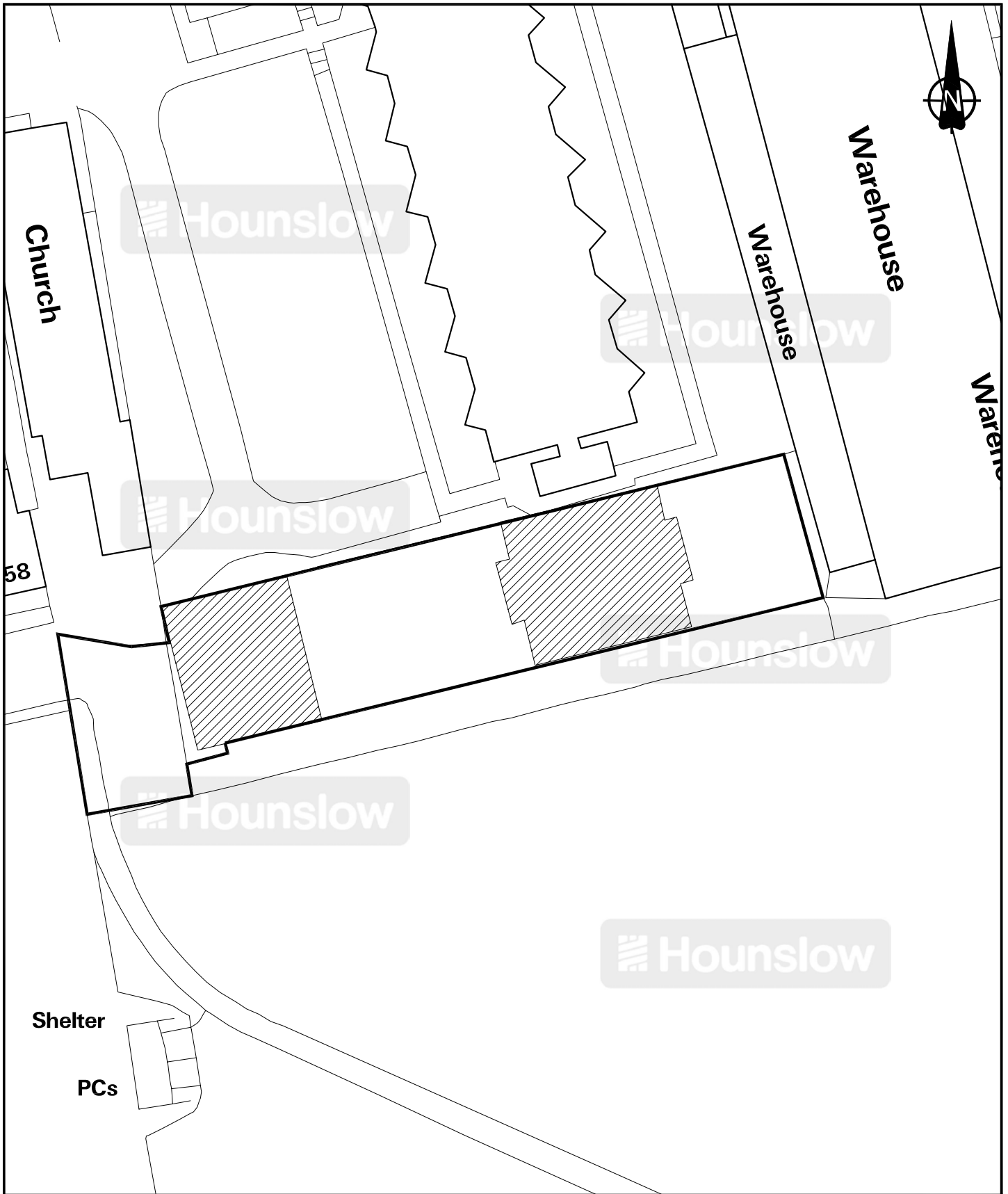
That subject to the satisfactory completion of the above legal agreement, the Borough Planning Officer be authorised to issue planning permission for the development, subject to the following conditions and reasons.

Reason

The proposal, because of its position, design and appearance, would be complementary to the appearance of the locality, and would not harm neighbours' living conditions. It would provide an acceptable standard of residential accommodation and would not result in the unacceptable loss of employment floorspace. The development is in accordance with Unitary Development Plan policies ENV B1.1 (New Development), H4.1 (Housing Standards and Guidelines), H.4.2 (Residential Density), E.1.5 (Development Involving Loss of or Changes in Employment Uses) and T1.4 (Car and Cycle Parking and Servicing Facilities for Developments).

Conditions and Reasons

A1	(Time Limit)
B4	(Materials-samples)
B5	(Implementation in accordance with approved plans)
C29	(Hours of Construction: Monday to Friday 8.00am to 6.00pm, Saturday 9.00am to 1.00pm only)
C34	(Illumination, mud and dust on Construction Sites)
D9	(Soundproofing-External and Internal Noise)
E1	(Landscaping and Lighting)
E2	(Landscape works implementation)
E5	(Boundary Treatment and Screening)



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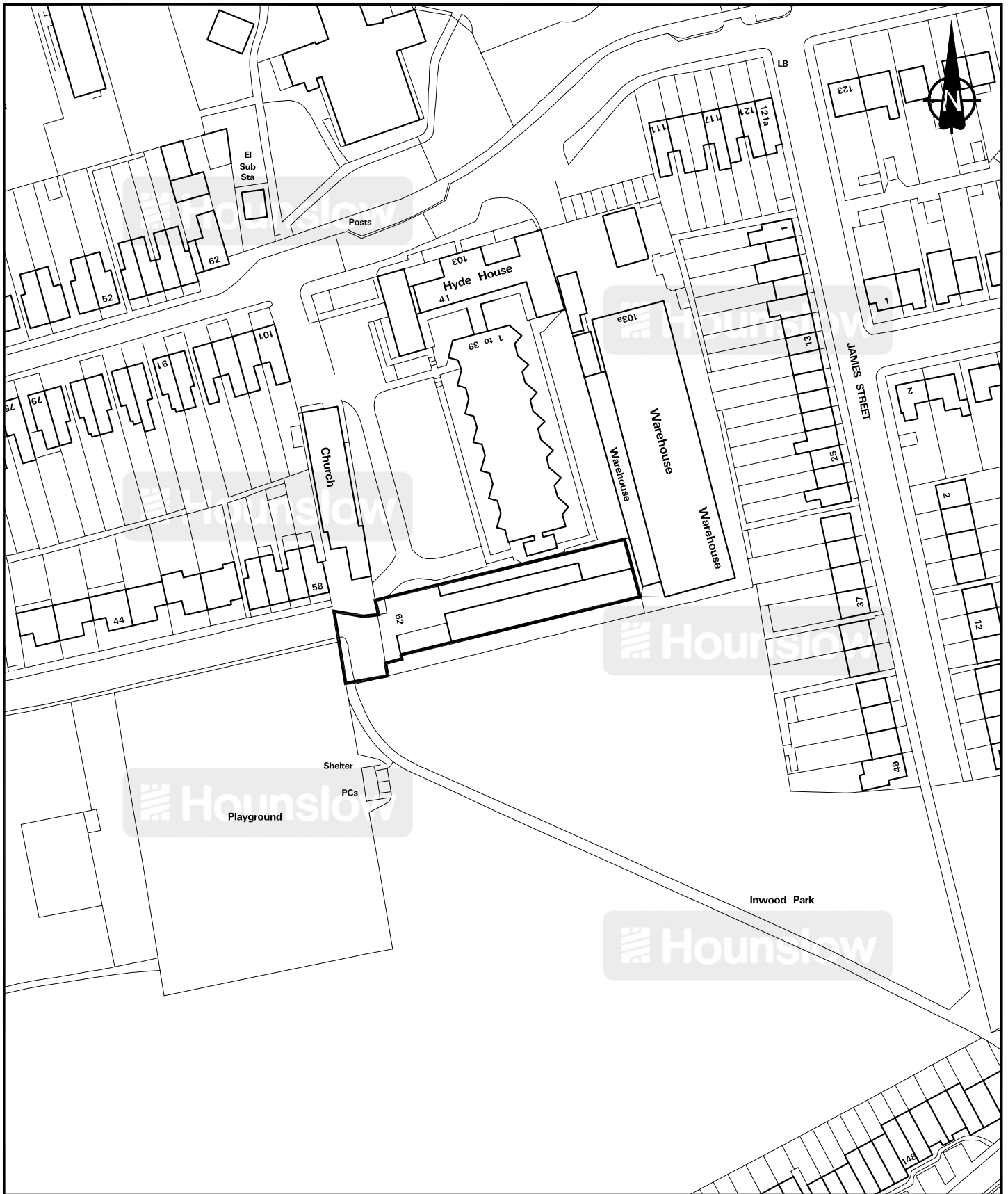
Mike Jordan
 Director of Planning
 The Civic Centre, Lampton Road, Hounslow, TW3 4DN

Drawn by: S.C.

Scale 1/500

63 Date
 14/12/2005 09:45:00

O.S. Reference - TQ1475SW



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London Borough of Hounslow

Mike Jordan
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 The Civic Centre, Lampton Road, Hounslow, TW3 4DN

Drawn by: S.C.

Scale 1/1250

64 Date
 14/12/2005 09:34:33

O.S. Reference - TQ1475SW

**Conservation Area Character Appraisal Statements:
report on presentations to Area Committees (Planning);
and resulting recommendations.**

1.0 CONTENTS and PURPOSE OF REPORT

- 1.1 A report on Conservation Area Character Appraisals was presented to each of the 5 area committees in January 2006. A non area-specific copy of the General Report is attached as Appendix 2 to this report.
- 1.2 As endorsed by all the Area Committees, this material is brought to the Sustainable Development Committee for approval:
- (i) to adopt the base-line (factual) appraisal statements,
 - (ii) for approval to undertake wider public consultation, through the local Amenity Societies, focussing on the pressures, opportunities and management principles of the individual areas.
- 1.3 This will commence a conservation area management regime that accords with the new planning system in terms of public involvement, sustainability appraisals and environmental assessments.

2.0 SUMMARY

- 2.1 SDC is requested to approve the production of the base-line statements on a stand-alone basis, and to give authority to commence wider consultation.
- 2.2 This will allow the appraisal process to be extended into a management framework, and also respond to the new consultative and flexible planning system.
- 2.3 Consultation is expected to agree and refine the identified pressures on the conservation areas, and potential for change in and to the conservation areas.
- 2.4 The committee is also requested to endorse the **General principles for work (to buildings) within conservation areas**, as shown at Appendix 5 to this report. This document is a philosophical introduction to the subject, which should assist applicants prior to considering work. It is proposed to extend this into more detail, referring also to national and local guidelines.

3.0 COMMENTS FROM AREA COMMITTEES

- 3.1 The reports were welcomed and members were enthusiastic about the information provided and the opportunities to follow. General comments are identified below, with responses, and the full committee responses, as minuted, are attached at Appendix 1.
- 3.2 Some general amendments and suggestions were made deriving from detailed local knowledge.
- It is hoped and anticipated that the wider local consultations will draw further detailed knowledge out, so that the documents can be factually as correct as possible.

- 3.3 Easy to understand language and less obscure architectural descriptions should be used.
- The reports will be edited further during the consultation period.
 - Unusual words mostly derived from detailed descriptions by authoritative observers, or the descriptions provided at the time of Listing. The resources to rewrite these would not be to general benefit, although much of the detail could be omitted.
- 3.4 Technical (ie specific) architectural terms could create interest in finding out what the phrases mean.
- There is a case for leaving out some of the more detailed descriptions, highlighting the sources / references so that individuals can follow up topics of interest.
- 3.5 Where a conservation area is affected by a Planning Area (as at Gunnersbury) or borough boundary, as at Bedford Park, liaison should be encouraged for a consistent approach.
- 3.6 Every opportunity should be taken to create a consistent approach in a conservation area, eg to street furniture.
- 3.7 There was support for extending the protection of conservation area status to some areas, whilst noting that condition of buildings was a negative factor in those existing.
- 3.8 A specific topic report of cross-overs in conservation areas was requested.

4.0 EQUAL OPPORTUNITIES IMPLICATIONS

- 4.1 The consultation exercise will bring the information to a wider audience, and allow a greater understanding generally of conservation area aspirations and procedures.

5.0 CONCLUSION

- 5.1 As described report to the Area committees, (the General report is provided at Appendix 2), provision and review of appraisal statements, and publication of management proposals, are required for various reasons. The statements provided to the Area Committees, if approved by SDC, will go a long way to fulfilling these requirements.
- 5.2 However, again as described in the General report to the Area committees, the UDP's intention of keeping and extending individual appraisals into Supplementary Planning Guidance is no longer appropriate in the light of the new planning system and guidance from English Heritage.
- 5.3 In order to bring weight to the borough's historic conservation principles under the new planning system, a Supplementary Planning Document (SPD) supported by the conservation area appraisal statements, needs to be created.
- 5.4 It is recommended that each planning area, separately or possibly combined into two or three groups, has its own SPD portfolio and management framework.

6.0 RESOURCES and PROGRAMME

- 6.1 This SPD procedure will have to take its turn in the production of Supplementary Planning Documents, with the consultation required, by the policy team.
- 6.2 In the meantime, preparation of the supporting documents is well in hand as a result of the base-line appraisal statements produced for all 26 conservation areas. Each area appraisal (produced for the Area Committees but not appended here) has its own specific draft management principles attached to it, extended from the existing supplementary planning guidance. This would be further assessed during consultation.

- 6.3 English Heritage guidance and Best Value Indicators require these principles to be extended into area specific management proposals. These are the aspirations, which can also tie in with programmed activities such as street works and landscaping proposals. Amendments could then be made as a result of the consultations.
- 6.4 A photographic survey and archive of the Listed and Locally listed buildings of the borough is nearly complete. It is intended to attach an image, taken from the public realm, against a List description for each property, to be posted on a Website database. The photographic work will be extended into the conservation areas, ready for consultation purposes.
- 6.5 The consultation exercise will be broad-brush in the first instance, as an issue-finding exercise, focussing on pressures on the conservation areas, and potential for change in and to the conservation areas. It would largely be directed through local Amenity Societies. Area planning committees will be kept informed.
- 6.6 The intention is to work on a Planning Area basis, starting with the West and working eastward. The intention is to complete this study within a year of approval from SDC, subject to additional staffing.
- 6.7 A further in-house conservation post is about to be advertised, and the post-holder will be expected to organise the consultations. At the end of the first phase of the consultation, a report will be drawn up and preliminary conclusions brought back to committees and if appropriate the drawing up of draft management proposals. According to the results found, further consultation work may or not be necessary at that stage.

7.0 RECOMMENDATION

- 7.1 To endorse and adopt, for current use, the individual conservation area base-line appraisal statements.
- 7.2 To endorse as a basis for commencing further appraisal work and consultation, the principles attached to the individual statements.
- 7.3 To endorse and adopt, as the start of work in progress, the “GENERAL PRINCIPLES OF WORK WITHIN CONSERVATION AREAS “ as shown in Appendix 4 to this report.

<p>Background Papers: Unitary Development Plan (UDP) Supplementary Planning Guidance Bibliography as Appendix 5</p>
<p>This report follows on from reports to all Area Committees:</p>
<p>This report is relevant to all areas.</p>

APPENDIX ONE

RELEVANT EXTRACTS FROM AREA COMMITTEE (PLANNING) MINUTES.

CENTRAL HOUNSLOW AREA COMMITTEE (PLANNING) At a meeting held on Thursday, 19 January 2006 at 7:30 pm at Committee Room at the Civic Centre, Lampton Road.

10. Conservation Area Character Appraisals

See report of Director of Planning (Agenda Item 11)

Members received a report that sets out the policy background to conservation area character appraisals. The report identifies the existing and future needs for appraisals and the way in which they will fit into the new planning system. The Chair thanked Chris Hern MBE, Co-opted Member for his submissions.

The following comments were made:-

Members welcomed the report and were keen to advise that conservation to them means the planning and management of resources to ensure their wise use and continuity of supply.

The preservation and enhancement of the built heritage of Hounslow is an important aspect of the Local Plan

Historic buildings and conservation areas tell the story of Hounslow, and provides continuity with the past and form a reference point for future development and every step should be taken to maintain the current stock of protected – conservation status properties.

Members were keen that other areas of townscape quality for example Holly Road, St Stephen's Road (St Stephen's Church), and the Woodlands (Isleworth) contribute to the unique character of Hounslow and need to be protected from continued decline through insensitive development.

Archaeology is an important source of information about the history of Hounslow and should be retained or recorded.

The character and appearance of the older buildings in Hounslow and also historic parks / gardens need to be protected.

The current list of protected buildings / conservation areas needed to be expanded to take into account all the other wonderful / older buildings in Hounslow.

Some of the negatives identified were:

The main element detracting from the character of the conservation areas in Hounslow is undoubtedly the very poor condition of many of the buildings.

Some of the buildings are derelict or semi derelict and suffering from trespass and vandalism. Others are in need of substantial repair

There is poor environmental quality and lack of upkeep of some of the buildings in the conservation areas.

Resolved -

That Member's of the Sustainable Development Committee be informed of the comments made by the Central Hounslow Area Committee Planning.

WEST AREA COMMITTEE (PLANNING) At a meeting held on Thursday, 12 January 2006 at 7:30 pm at the Public Meeting Room, Feltham Library, Feltham High Street.

160. Conservation Area Character Appraisals

(See the report of the Director of Planning, Agenda Item 11)

Simon Hoets, the West Area Planning Manager introduced the report, and invited Members to pass any detailed comments back to Maggie Urquhart, the authority's officer responsible.

The comments would be included in a document which would be going up to the Sustainable Development Committee in March 2006. Simon Hoets drew the attention of the Members to paragraph 2.2 of the summary, which set out the possible changes which could be investigated. The current Conservation Areas in the West Area were; Bedfont Green, Feltham Green/Town Centre and Hanworth Park.

The Committee was asked to note the development control guidelines, as set out in the supplementary planning guidance for the relevant conservation areas, which would stay in place until superseded by the new planning system.

Questions / Comments

Councillor Andrew Morgan-Watts asked that the Planning officers involve the Feltham Forum in the consultation process.

Councillor Hunt reminded members of recent difficulties they had encountered in dealing with a cross-over application which had been within the boundaries of the Bedfont Green Conservation area, there was a need for conservation area guidelines to take into consideration the needs of modern living.

Resolved :

That Members feed their comments back to officers, the report to come back to the next Committee.

(Note that no comments were made.)

This was followed up at a meeting of the West Area Committee (Planning) held on Thursday, 9 February 2006 at 7:30 pm at the Public Meeting Room, Feltham Library, Feltham High Street, as follows:

164. Matters Arising

c) With regard to Minute 160, Conservation Area Character Appraisals, it was noted that the comments of members had been requested. A follow-up report had yet to come back to the Committee. Members requested that a report be brought back in due course, to include the issue of parking on the pavement, crossovers in Conservation Areas, and including the request that Church Road, Hanworth, near St Dunstan's Church be added to the Conservation Area in Hanworth.

CHISWICK AREA COMMITTEE (PLANNING) At a meeting held on Thursday, 12 January 2006 at 7:30 pm in The Michael Room, St Michael and All Angels Parish Hall, Priory Avenue, Chiswick W4.

113. Conservation Area Character Appraisals

See the report of the Director of Planning/Borough Conservation Officer – Agenda Item 18.

Members agreed to suspend standing orders at the start of this item, in order to continue the meeting beyond 10.00 p.m.

Maggie Urquhart, Borough Conservation Officer, informed members of the requirement in the Unitary Development Plan for statements for every Conservation Area, so that they could become Supplementary Planning Guidance. This was now being replaced by a new planning regime. For the future conservation character appraisals could be adopted by the council as supporting documents to give due consideration to conservation areas in the planning process. The report set out where the Council had got to in the process and what needed to be done to comply with the legislation and the requirement of Best Value.

It was proposed to undertake consultation to establish the pressures and principles within a conservation area and any amendments that might be required. Chiswick had ten Conservation Areas. The intention of the report to the Area Committee was to set out the history and background, what made them important at the point of designation, current pressures of modern life and proposals and opportunities. For example, some of the traffic schemes members had considered earlier in the meeting were in conservation areas. The introduction of a Home Zone would affect the ethos of an area. If this were within a Conservation Area, it was important to consider the knock-on effect of matters such as signage, quality of materials and the impact of parking on open space.

Work was underway to produce visual aids such as maps that would show historic and listed buildings, boundaries of historic maps to show historic patterns and aerial views of conservation area boundaries to see trees and the pattern on the ground. These would be available as part of the consultation package for the public, once they had been verified.

The consultation offered the opportunity to look at enhancing the character or appearance of a Conservation Area, extending the boundary and adding buildings to the Local list. Alternatively, it might suggest reducing boundaries or de-designating areas. The review process would offer the opportunity to bring the character statements up to date.

The Chair thanked Maggie Urquhart for her report, which members welcomed. He was particularly interested in the option of extending some conservation areas. Given the lateness of the hour, the Chair proposed that rather than bring this back to a future meeting, it would be more productive to send comments directly to the Borough Conservation Officer in writing or by email.

Councillor McGregor made one particular point on behalf of the Bedford Park Society. The Society was constantly concerned about the different street furniture introduced in the part of Bedford Park within the London Borough of Ealing and Hounslow residents generally preferred that introduced in Hounslow. Councillor McGregor stressed the importance of considering Bedford Park as a whole and of talking to the London Borough of Ealing about street furniture to try to achieve consistency.

Resolved:

1. That the report be noted.
2. That members agreed to send any comments and suggestions directly to the Borough Conservation Officer, Maggie Urquhart.

ISLEWORTH AND BRENTFORD AREA COMMITTEE (PLANNING) At a meeting held on Thursday, 19 January 2006 at 7:30 pm at Brentford Free Church, Boston Manor Road, Brentford.

114. Conservation Area Character Appraisals

See report by the Director of Planning, Agenda Item 7.

7.50 – Councillor Kirton joined the meeting.

Maggie Urquhart, Historic Conservation & Urban Design Officer, apologised for the omission from the report of the Gunnersbury Park section. This was available to view within the report submitted to the Chiswick Area Committee and would be added to the electronic version of this committee's report after the meeting.

Members congratulated the officer on a fascinating and enlightening report and made the following comments:

- Though aware of the detail and complexity of some of the matters contained within the report, members felt that some areas required expanded explanations in simpler terms to make the report accessible to a wider audience.
- Members highlighted a number of factual errors and offered to provide clarification on a number of historical errors, based on their local knowledge base.
- Members drew particular attention to the shop fronts adjacent to Kew Bridge railway station, which were locally listed buildings. Though it was acknowledged that the viability of these buildings as future retail sites had been diminished by the introduction of a red route and the deterioration of the material condition of the buildings, they reiterated previous concerns at the placement of advertising hoardings currently covering the buildings. Cathy Gallagher confirmed that she would investigate the matter.

Members asked whether residents would be given the opportunity to submit suggestions for the possible extension of their conservation areas. Maggie confirmed that this would be possible and explained that conservation areas had originally centred around historic buildings, such as Osterley House, but that due to changing perception and the effect on quality that the location had produced in development, there was a case to extend areas to adjacent areas or buildings of character.

Any planned consultation process would need to look at each conservation area in turn and would most likely include an exhibition and local events involving local societies, etc. A possible route would be to set up questionnaires, which would canvas local opinion on the inclusion of certain streets of particular character.

Members were informed that maps showing basic conservation areas were now available to view on both the public Internet site and the internal Intranet. During consultation historic maps sequences could be shown, including the Ordnance Survey maps from 1865, so that people could trace the development of each of the conservation areas.

The academic descriptions of buildings related to List or other official descriptions of historic buildings, which were not necessary to understand the conservation areas, and could be reduced or simplified. It was hoped that, in time, reports would include individual sketches, photographs and explanatory notes to help the reader understand the subject matter better.

Resolved:

That members' comments as set out above be submitted to the Sustainable Development Committee.

HESTON AND CRANFORD AREA COMMITTEE (PLANNING) At a meeting held on Thursday, 12 January 2006 at 7:30 pm at Civic Centre, Lampton Road, Hounslow.

119. Conservation Area Character Appraisals

See report by the Conservation Officer (agenda item 13)

The report was noted.

APPENDIX TWO: (GENERAL) REPORT AS PROVIDED TO THE AREA COMMITTEES

1.0 CONTENTS and PURPOSE OF REPORT

- 1.1 This report sets out the policy background to conservation area character appraisals. It identifies the existing and future need for appraisals and the way in which they will fit into the new planning system. The report also highlights the current and future procedures required for conservation area management, and the relationship of appraisals within them.
- 1.2 The document attached comprises three parts. The Introduction is standard and describes the background to conservation area designation in general terms, and for L B Hounslow as a whole.
- 1.3 The second part is a group of documents comprising an individual character appraisal for each of the conservation areas that lie all or partly within Area Planning Committees' areas.
- 1.4 The individual character appraisal for each conservation area is provided in accordance with the intention identified in UDP policy Env-B.2, 4.15. Their content and format are described in more detail in section 6 of this report.
- 1.5 The third part is again general, being an explanation of the approach that should be taken to work on buildings in conservation areas. This is proposed as the basis for a general management framework, and which is to be extended to cover aspects of work in more detail.
- 1.6 This material is brought to the committee for information and commentary, and also for approval to present it to Sustainable Development Committee, for authorisation to undertake public consultation. This will commence a conservation area management regime that accords with the new planning system in terms of public involvement, sustainability appraisals and environmental assessments.

2.0 SUMMARY

- 2.1 The committee is requested to note and comment on the conservation area appraisal statements; and to recommend them to SDC for approval on a stand-alone basis, and as a basis for extending the appraisal process into a management framework relating to the new consultative and flexible planning system.
- 2.2 The committee is requested to note the identified pressures, and to comment further on potential for change in and to the conservation areas. Comments could include requiring investigating possible changes such as:
 - Extension or reduction of the boundary areas;
 - Further properties to be included on (or excluded from) the non-statutory List of Buildings of Townscape Character;
 - Identification of key issues for enhancement ie neutral or negative areas, tree planting or management,
 - Emphasis on special features for preservation by way of Article 4(2) reduction of permitted development
 - Emphasis on extra care to be taken eg on traffic management and streetscape issues

- 2.3 The effect of these comments, and pressures on the character of the conservation area will be tested during survey and feedback at a further consultation process, and results will be brought back with appropriate recommendations at a later date.
- 2.4 The committee is requested to note the principles for consideration of development proposals set out for each area. Again these are not intended to be complete, and the opportunity to extend these and augment with more specific detail will follow from the baseline appraisals once they are approved.
- 2.5 The committee is requested to note that development control guidelines, as set out in the supplementary planning guidance for the relevant conservation areas, will stay in force until they are superseded by the requirements of the new planning system.
The existing guidelines will not be superseded by these statements at this stage.

3.0 CURRENT POLICY BACKGROUND

- 3.1 Designation of Conservation Areas has been possible since the Civic Amenities Act 1967. It has remained the method of putting area-based conservation policies, in support of a special interest, ahead of the presumption for development. It began with, and still works best, with public endorsement.
- 3.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 which empowers the method requires (Section 69) that every local planning authority shall from time to time determine which parts of their area should be designated as conservation areas, to be **“an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”**. The duty is then imposed on the planning authority, by Section 72, to pay special attention, whilst exercising their planning powers (for example, in relation to applications) to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 3.3 Further explanation on how to evaluate the special interest, and then manage the area/s designated is described in Planning Policy Guidance note (PPG) 15, Planning and the Historic Environment, (September 1994). This remains the primary government guidance on conservation areas, although it is expected to be updated relatively soon.
- 3.4 Under the new planning system: the Planning and Compulsory Purchase Act, 2004, Hounslow Borough’s UDP of December 2003 and its supplementary guidance will have to be replaced by a Local Development Framework (LDF). This introduces a family tree or portfolio of policy *documents*, which will collectively deliver the spatial planning strategy for the Borough. Integral to the production of these documents is the statutory requirement to carry out sustainability appraisals assessing the social, economic and environmental impacts of each planning document.
- 3.5 The London Plan is part of the statutory development plan and is a material consideration in determining planning applications. The UDP of December 2003 and its supplementary guidance are “saved” as policy for a period of 3 years from commencement of the Act, ie until September 2007. The currently adopted supplementary planning guidance on conservation areas (1997), saved along with the current UDP, will have to be re-built to complement the new planning framework.
- 3.6 The current (December 2003) UDP includes a dedicated range of Heritage policies at ENV-B.2. The currently adopted supplementary planning guidance (SPG) 1997 was consulted upon with the contemporary UDP, therefore Chapter 7, comprising the statements on conservation areas, is part of the “saved” policy. This includes statements for (18) conservation areas.

- 3.7 There are no SPG entries for subsequent designations: *Grand Union Canal and Boston Manor, Grove Park, Kew Bridge, Spring Grove, Stamford Brook, Thorney Hedge, Wellesley Road, and Woodlands Road* Conservation Areas. However they went through public consultation and their full descriptions at the time of designation, are effectively conservation area statement / appraisals. However the *Grand Union Canal and Boston Manor* in particular has been expanded.
- 3.8 The Residential Design Guidelines, illustrating designs that may be considered appropriate, are adopted SPG. There is a specific chapter on conservation areas.

4.0 CONSERVATION AREA STATEMENTS / APPRAISALS IN GENERAL

- 4.1 The purpose of designating Conservation Areas is to put into the decision-making process, when considering proposals for change, the *character* of an area. The area is a defined landscape made up of individual buildings, their settings and groupings, with trees, streets and other important spaces.
- 4.2 There is no standard legal specification for Conservation Areas, other than the general definition in the Act (shown in bold in 3.2 above), but all the guidance emphasises that designation should be based on a description of the *special interest* that can be defined and justified. This is often called a Conservation Area Statement.
- 4.3 The statement identifies the attractiveness or interest of an area and what makes it special. It is the justification for the way in which individual owners and potential developers are restrained, and directed, in order to enhance or preserve the character.
- 4.4 “Character” is less easy to define than a purely physical description and is distilled from many aspects, ie it can have more than a visual effect. An identity of *place* can be found through the other senses, and the way in which an area influences or is influenced by its particular context can be quite profound.
- 4.5 PPG15 paragraph 4.4 advises, “*The definition of an area’s special interest should derive from an assessment of the elements that contribute to (and detract from) it. The assessment should always note those unlisted buildings which make a positive contribution to the special interest of the area*”. The reason is that “*It is important that designation is not seen as a means to an end in itself: policies will almost always need to be developed which clearly identify what it is about the character or appearance of an area which should be preserved or enhanced and set out the means by which that objective is to be achieved.*” (Section 4.9).
- 4.6 The definition needs to be sound in order to justify the policies and restrictions that flow from it: not just in the conservation areas, but as a material consideration of proposals which would affect their setting, or views into or out of them.
- 4.7 Recognising that changes may occur after designation and because of the restraints that designation imposes, the P(LBCA) Act requires the relevance for, and of, a conservation area to be regularly *reviewed*. This is to see whether the policies are still appropriate, and are being successful in retaining the special interest.
- 4.8 Success and appreciation of an area may be such that a review might find the boundaries could be extended. Others may be considered to have been less successful, eg the amount of permitted development may have eroded the character to a stage where the special interest has been lost. Age, accidents and development imperatives may have led to such extremes of alteration that the special interest is no longer sufficient, in part or in whole, to justify conservation area status.

- 4.9 To help the understanding of what creates “character”, both for designation and management purposes, in the mid 1990s English Heritage and the English Historic Towns Forum provided guidance documents. These included what a review might entail; describing these assessment activities as *appraisals* of conservation areas.
- 4.10 English Heritage document *Conservation Area Appraisals* 1995 focussed on identifying the special interest of the area, and included neutral and negative impacts that might lead to opportunities for enhancement. The term “appraisal” therefore describes not just the definition of special interest, but those aspects which need policies to make something happen, and now often includes the follow-up – or continuing - review process required by Section 71 of the P(LBCA) Act.
- 4.11 *Conservation Area Appraisals 1995* also identified the potential for following up with a conservation *study*. This could include explanations of development control principles relating to the special character, and specific control needs. Enhancement schemes and proposals could be gathered under the umbrella of the specific character area, as part of its *management*. Article 4 Direction is a major management option (which also requires considerable resources to implement and monitor).
- 4.12 In Hounslow borough, management takes the form of general but well-defined principles in the UDP, with more detailed aims in the Supplementary Planning Guidance for pre 1997 conservation areas. And Article 4(2) Direction has been introduced for Bedford Park (parts only) and Gunnersbury Triangle.

5.0 FUTURE PROCEDURES AND REQUIREMENTS

- 5.1 The current (December 2003) UDP sets out an intention for the existing or proposed detailed conservation area statements to be published as supplementary planning guidance. This intention is overtaken by the new planning system.
- 5.2 English Heritage has updated and consolidated their guidance, in the light of
 (a) the new planning system;
 (b) the local authority Best Value Performance Indicators, which in 2005/6 include performance in relation to the historic environment. (*Guidance on conservation area appraisals* and *Guidance on the management of conservation areas*, EH August 2005).
- 5.3 Beneath the overarching policies, Supplementary Planning Documents (SPD) can “supplement higher level policy in controlling erosion of the special interest that warrants designation and, where appropriate, guiding the form of new development.” (*Guidance on the management of conservation areas*, EH August 2005.)
- 5.4 EH explains that conservation character appraisals as such, defining the special interest, will not become supplementary planning documents (SPD) on their own. Therefore they can be made available without first going through the sustainability evaluation and at least be in position more quickly.
- 5.5 The character appraisal statements can be adopted by the council, however, together with any additional information, in order to explain the council’s understanding of its planning duties under the P(LBCA) Act to give due consideration to its conservation areas.
- 5.6 The statements are then available to form supporting evidence for one or more conservation area policy SPD, complete with development control principles and other management proposals, after the due consultations and sustainability evaluations.

SPD does not have the maximum statutory importance in decision-making, but it is an important material consideration when a decision is made about a planning application. SPD's will need to be consistent with policies in the new planning framework and with national and regional planning guidance.

- 5.7 Best Value Performance Indicator BV 219b states that "Clear and concise appraisals for the character of conservation areas provide a sound basis for their designation and management, and will inform local development documents."
- 5.8 Best Value Performance Indicator (BV 219b) explains that *Character appraisals should highlight the special qualities of individual conservation areas as the basis for the policies that the local authority adopts to maintain and enhance character and appearance.*
- 5.9 English Heritage's guides were published in August 2005, and set out requirements in a clear and consistent way. Yet they still describe themselves as consultative documents. This is indicative of the degree of change expected in the process, and continuing adaptation needed to manage and if possible strengthen the special character of conservation areas.
- 5.10 English Heritage's August 2005 *Guidance on conservation area appraisals* was subtitled "Understanding Place", and the basis for defining "the character " is much the same as the 1995 guides. The major difference seems to be the greater emphasis on public participation.
- 5.11 The conservation area appraisal statements generally follow this guidance. They describe the origins and existing features as the area was at designation, aspects of special interest and the resulting character. They may need to be updated in the light of changes to the area, especially the neutral and negative aspects.
- 5.12 Each individual conservation area's document is divided into four sections. The first section identifies the current status of the conservation area as a position statement, analysing its origins and the resulting physical character. This factual information is from generally available sources, such as was provided - or could have been provided - at the time of designation, and through observation. It forms the relatively static baseline of the appraisal process, identifying the essence of the conservation area and its special interest.
- 5.13 The second section of each appraisal statement is a brief summary of the current pressures on the area, as found during development control. This could be further extended. It is a more dynamic aspect, may have affected the special interest and character, and may be continuing.
- 5.14 The third section of each appraisal begins to note proposals and opportunities. This will allow the appraisals to be developed, through consultation, as part of the management framework, or even influence the boundaries of the area.
- 5.15 The last section of each appraisal notes recommended guiding principles, to be added to the existing guidelines' supplementary planning guidance (where these already exist) for individual areas. Again these will form part of the development of the management framework, particularly for development control.

6.0 EQUAL OPPORTUNITIES IMPLICATIONS

- 6.1 There is no requirement in the P(LBCA) Act to consult prior to a designation, although it is good practice to do so. However section 71 places a duty on the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of their conservation areas, and this has always required consultation. Article 4(2) Directions have been placed on two conservation areas in Chiswick through such a consultation process.
- 6.2 Previous guidance has encouraged consultation as good practice. In addition, Best Value Indicators will require an appraisal to be carried out as part of future conservation area designations.
- 6.3 The new planning system emphasises the need for community consultation before guidance such as supplementary planning documents can be adopted.

7.0 CONCLUSION

- 7.1 The UDP of December 2003 and its supplementary guidance are “saved” as policy for a period of 3 years, from commencement of the Act, ie until September 2007. The London Plan is also part of the statutory development plan and is a material consideration in determining planning application. Heritage policies are included in the UDP. The currently adopted supplementary planning guidance on conservation areas (1997), saved along with the current UDP, will have to be re-built.
- 7.2 The conservation appraisal statements are produced to set out the current position, will discharge the UDP commitment as far as is currently available to the council, and address the requirements of BV 219b.
- 7.3 The appraisal statements will be an integral part of any further appraisal study. Together they will then be available to support and inform the production of supplementary planning document/s on management, to be continued as and when resources are available, and as required by BV 219c.

8.0 RECOMMENDATION:

- 8.1 The committee is requested to note and comment on the introduction and conservation area appraisal statements;
- 8.2 The committee is requested to recommend these to SDC for approval on a stand-alone basis and, including public consultation, as a basis for a further appraisal study process.
- 8.3 The committee is also invited to note the statement on the *General principles of work within conservation areas*, with a view to its inclusion in the general management framework, and further expansion into more detail.

9.0 APPENDICES

- (1) Introduction to the conservation area character appraisal statements (general)
- (2) The conservation area character appraisal statements for the planning area.
- (3) A statement on the *General principles of work within conservation areas*
- (4) Maps showing the conservation area boundaries and their buildings of special interest will be available to the meeting and on the website
- (5) Aerial view maps showing the individual conservation area boundaries will be available to the meeting and on the website

APPENDIX THREE (formerly appendix one of report to Area Committees; noting that the individual statements are not attached)

GENERAL INTRODUCTION TO THE CONSERVATION AREA CHARACTER APPRAISAL STATEMENTS.

SUMMARY

The purpose of designation is to put the into the decision-making process when considering proposals for change, the character of an *area* - which is a defined landscape made up of individual buildings, their settings and groupings, with trees, streets and other important spaces. The statement identifies the attractiveness or interest of an area in which it is important that individual owners and potential developers are restrained, to assist the collective benefit.

Best Value Performance Indicator (BV 219b) 2005/6 explains that *Character appraisals should highlight the special qualities of individual conservation areas as the basis for the policies that the local authority adopts to maintain and enhance character and appearance.*

The conservation area character appraisal statements form a starting point, to show clearly the original position, with a brief indication of changes and pressures on the area. It is proposed that the statements be endorsed as working documents with further considerations to be added. The statements form the background from which further appraisal of the boundaries and policies can take place, and as part of the management strategy.

CONSERVATION AREA DESIGNATION

Origin and significance.

The ability to designate areas - rather than individual buildings - which were considered in the public interest to preserve or enhance, derived from the Civic Amenities Act of 1967. This was a reaction to the wholesale loss, or wrecking, of familiar and "cherished" places. It was a ground-swell opposition to clean-sweep clearances, and to selfish development or redevelopment that was insensitive to its context. Nearly 40 years on, the way in which urban context is appreciated in the design process owes a great deal to conservation area policies: celebrating local identity, in scale, detail and variety.

The first designations tended to be of very obvious groups of buildings, often tightly formed around individually special - and often Listed - Buildings, landscapes or small areas of strongly similar architectural design. Many such building groups have in fact been Listed. Later it was seen that larger areas, where less obvious origins such as topography, routes and use had produced a special character, could benefit from being designated. By retaining the special interest and with careful consideration given to design and knitting-in of changes, these areas often thrived aesthetically and benefited economically.

General policies on conservation areas

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special interest. The Council as the local planning authority has a duty (under section 69) to consider which parts of the London Borough of Hounslow, being of special architectural or historic interest, should be designated as conservation areas in order to preserve or enhance their appearance or character.

Recognising that changes may occur after designation and because of the restraints that designation imposes, the Planning (Conservation and Listed Buildings) Act 1990 requires that the need for new conservation area designations, and the results of having existing ones, be reviewed from time to time. This is to see whether the policies are still appropriate, and are being successful in retaining the special interest.

Success and changing appreciation may be such that the boundaries could be extended. Some have been less successful. The amount of permitted development may have eroded the character past a stage where the special interest has gone. Age, accidents and development imperatives may have led to such extremes of alteration that the special interest is no longer overwhelming, in part or in whole.

Current protection

Designation introduces legal controls: over demolition of unlisted buildings and the need to advise the Council before carrying out work to trees, to give time for a possible tree preservation order to be made instead. It reduces the level of “permitted development” that a house-holder may not otherwise need planning permission for. Designation also enables the use of London-wide planning policies - via the London Plan – and borough policies, which are designed to preserve or enhance the special interest of such an area. The Council also has a duty (under section 71) to formulate and publish proposals for the preservation and enhancement of conservation areas.

London Borough of Hounslow’s conservation areas.

The borough of Hounslow, because of its location and topography, has produced a great range of different characters. Its position on the west of London has made it a route for highways since Roman times, and an accessible place to live near the less healthy city, but up-wind of it. The rivers, commercial waterways and the bordering River Thames have provided many artefacts, occupations and attractions: the products of its landscape and geology used from beer to brick-making. The long shape stretches from near rural landscapes to high-density residential areas both suburb and city-grid. *Pevsner* notes the areas of architectural riches within the borough:

The Parks enfold mansions of national repute: Chiswick House, Gunnersbury, Osterley, Boston Manor and Syon House. Away from the main roads are picturesque riverside stretches of Chiswick and less familiar interesting houses in Isleworth. At Brentford there is The Butts, an exceptionally attractive and unspoilt group of houses of c1700. The Victorian suburbs that developed in the grounds of older houses are appealingly varied, from relics of grand villas of Grove Park Chiswick and Spring Grove, Isleworth and the cosier and consciously artistic Bedford Park. The twentieth Century brought the 1930’s factories of the Great West Road.

APPENDIX FOUR (formerly appendix three of the report to Area Committees)

GENERAL PRINCIPLES OF WORK WITHIN CONSERVATION AREAS

Standards of design.

The Council has a duty to designate areas of special interest in the Borough as Conservation Areas; ie the existing character of such areas is either historically important or architecturally interesting, or both. So to preserve or enhance this character, development in conservation areas must be of a high standard of design and have regard for the existing architectural style, scale, proportion, position, materials, roof, boundary treatment and landscaping within and around the site.

All forms of development within a conservation area, including conversions, will affect the outside appearance of the property. Works such as the replacement of a roof, installation of new windows, removal of boundary walls, removal of a chimney will all impact on the overall appearance of the property and area. Individual changes can cumulatively create a large effect. The Borough has illustrated potentially acceptable design “solutions” in the Residential Guidelines SPG, and how these should be modified for use in a Conservation Area. However analysis and understanding, leading to skilled design and one-off solutions are likely to provide the best results.

The conservation approach.

The primary need is to understand and augment the properties and their context in an appropriate way. Buildings were almost always designed to provide a logical appearance relating to their aspect, access, scale, height and use. They were then influenced by available technology and contemporary regulations, all being exaggerated or minimised to provide the required aesthetic. Therefore alterations need to be based on an understanding of the reasons and merits of the original construction.

Appearance derives from aesthetically preferred proportions and materials and styles which varied historically (austere / regulated / quiet to revival gothick – or - classical to exuberant / decorative to vernacular etc); but has also been heavily influenced by the conditions at the time of construction. Sizes, materials and positions of buildings have been planned and regulated since Elizabethan times.

Some regulations derived from best practice to maintain safety and these affected appearance as well as construction. Fire protection brought parapets, heights and position of chimneys, setback of windows in the facade, distances between them and other properties, position and amount of inflammable material around windows or for cladding and roofing. Sanitation and drainage requirements influenced soil-and-vent-pipes, styles and numbers of gutters and down-pipes. The social importance of rooms and which floors they were on affected ceiling heights and the sizes and proportions of windows.

Above all, the technology available to the period of construction was influential, such as: spans of floors and roof beams influencing bay widths; wall materials influencing their height and thickness; roof pitches dictated by the particular materials' fixing and overlaps; opening mechanisms and the size and weight of glass affecting window frames and panes; the structural use of arches and lintols... and affecting appearance.

Designers have always taken all these parameters and made them into a whole by exaggerating and minimising certain aspects.

There are many texts that explain construction relating to different periods.

- **Applications should describe the likely impact of the proposal on the special interest of the area.**
- **Alterations or addition of new buildings should subtly refer to the logic and reason behind the appearance of the existing, and add to that character, not destroy or negate it.**
- **Applications should show the adjacent buildings and context, and sufficient detail to ensure that good quality design and construction are intended.**
- **Proposals are required to preserve or enhance the character or appearance of the area.**

APPENDIX FIVE (appendix four of the report to Area Committees)

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which was itself assisted, among others, by Andrea Cameron.

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Sustainable Development Committee 21 March 2006

RESULTS OF PLANNING APPEALS

Report by: Director of Legal Services

Summary

The report gives an outline of appeal decisions received since the end of January 2006. The decision letters are available for inspection in the Members' Suite.

1. RECOMMENDATIONS

1.1 To note the report

NO.	SITE	DATE	OUTCOME
1.	200 Boston Manor Road, Brentford	3 February 2006	Dismissed
2.	243 Bath Road, Hounslow	7 February 2006	Dismissed

1. 200 Boston Manor Road, Brentford

***Installation of a vehicle crossover
 (refusal of planning permission 24 May 2005, delegated decision)***

Appeal dismissed 3 February 2006

The Council considered that the vehicle crossover by reason of an existing facilities for off street parking at the rear of the property would lead to unnecessary parking at the front, prejudicial to the free flow of traffic on the highway and a hazard to pedestrian safety. The Council also considered that the proposed vehicle crossover would involve the excavation and loss of part of the grass verge and a street tree which would be visually out of character and obtrusive to neighbouring residential properties and detrimental to the visual amenities of the street scene.

In the Inspector opinion because the proposal would cut through the verge it would cause harm to the street scene and that the planting of a replacement tree would not overcome this harm. The Inspector added that the size of the proposed parking space could lead to a vehicle being parked partly on the pavement to the detriment of pedestrian safety. The Inspector noted that two service lanes provided access to a double garage at the rear of the appeal property and that and found from his site visit that these accesses did not appear unsafe or difficult to use. The inspector concluded that the applicant's personal need did not outweigh the development objections and the long harm that would be done to the appearance of the Boston Manor Road.

2. 243 Bath Road, Hounslow

Erection of two bedroom semi detached house with associated landscaping and parking (refusal of planning permission 7 July 2005, delegated decision)

Appeal dismissed 7 February 2006

The Council considered that the proposed dwellinghouse by reason of its size, design and position within an existing private side garden, would represent an overdevelopment of the site. The Council also considered that it would be an unacceptable form of infill development, detrimental to the residential amenities of the adjoining properties by reason of enclosure, loss of outlook, overshadowing, loss of privacy and increased noise and disturbance. The Council added that it would result in an incongruous and overbearing development, which would unbalance this pair of semidetached properties and be out of character with the house and the Conservation Area. Finally in its reasons for refusal the Council considered that the proposed off-street parking provision by reason of its inadequate arrangement, fails to meet the Council's parking standards and would result in conditions prejudicial to the free flow and safe movement of motorists and pedestrians in the area.

The Inspector considered that the development would have a harmful effect on the living conditions of the occupiers of 241 Bath Road in relation to outlook, privacy, noise and disturbance. The Inspector also concluded that the proposal would have a harmful effect on the character and appearance of the St Paul's Church Conservation Area. In the Inspector's opinion the additional vehicles crossing over the pavement to gain access to the site, which was to be expected with or without a formal crossover, was not satisfactory. He added that there would be a large width of pavement where pedestrian and vehicles could be in conflict and that this would have a harmful effect on pedestrian safety along Bath Road.

Background Papers:
Appeal files
This report has been or is due to be considered by:
Area Planning Committees
This report is relevant to the following wards/areas:
All areas